

(C 1852-1952)

8

WM



VGN



N+W



C+O



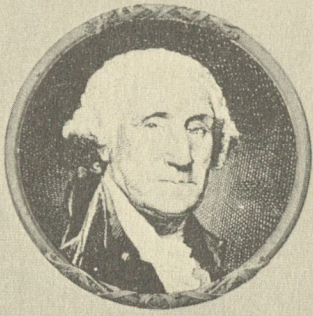
NS



Cc+O



INTERSTATE
N+PBL

THE
GEORGE
WASHINGTON
The World's Finest
Air-Conditioned
Sleeping Car Train

DONATED
to the
Railway & Locomotive Historical Society
F. Ray McKnight
Portland, Oregon

Golf Courses Now Open AT WHITE SULPHUR SPRINGS

Ownership of The Greenbrier and its surrounding estate at White Sulphur Springs, West Virginia, has been acquired by The Chesapeake and Ohio Railway Company.

The Greenbrier's golf courses, the famed "Old White", "The Greenbrier" and "The Lakeside", are again open to tournament and guest play. Requests for reservations and information addressed to The Greenbrier,

White Sulphur Springs, West Virginia, will receive prompt attention. ☆ ☆ And upon completion of the rehabilitation program planned for The Greenbrier Hotel and Cottages, in the fall of 1947, this famous year-around resort will again become the rendezvous of national and international celebrities.

CLARENCE K. DWINELL, General Manager

The Greenbrier and Cottages
WHITE SULPHUR SPRINGS
WEST VIRGINIA



Let's keep the throttle open!

ONE of the brightest records of 1936 was the progress of railroads toward recovery.

Freight tonnage registered a notable advance. Passenger travel stepped ahead. Railroad purchases of new equipment were greater. Employment increased. Payrolls increased.

In part, credit for this improvement goes to the upswing of general business conditions.

But in part this advance of the railroads comes as the reward of hard work and resourcefulness of the roads themselves—their determination to go ahead.

Thus they went after and won in-

creased freight with faster schedules, and such special services as collection and delivery of less-than-carload shipments. They attracted greater passenger traffic with faster schedules, courteous service, a steady improvement in comfort, as well as lower rates.

From these betterments in service and economies in operation everyone benefits—the railroads, railroad employees, travelers and shippers, other industry—the public at large. For prosperous railroads mean a prosperous nation.

One hundred thousand railroad men have been put back to work within the past twelve months, with the average earnings per hour of

railroad employees at their all-time peak.

Thoughtful Americans must welcome these signs of recovery after so many lean years. To insure the continuance of this progress they will study carefully all proposals affecting transportation—supporting those which give the railroads freedom to meet competition on an equal basis—discouraging those which will add to the cost of rail operation, impair the standard of service or reduce efficiency.

Let's give increasing business a chance to bring more jobs, as well as better service and fair earnings.

Let's keep the throttle open!

SAFETY FIRST—
friendliness too!

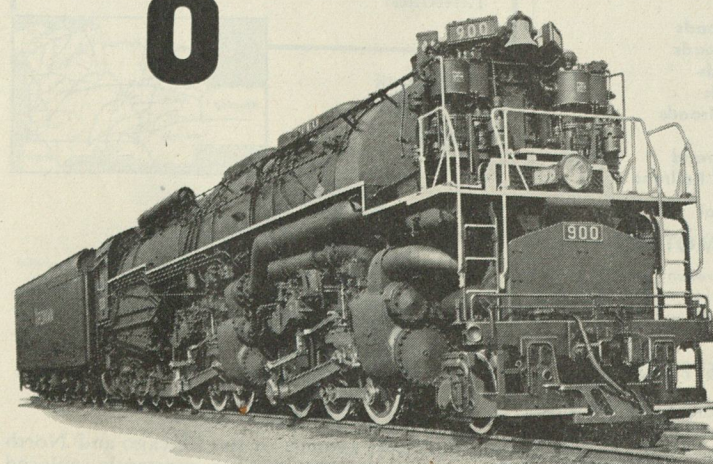
ASSOCIATION OF AMERICAN RAILROADS

1937

The first ad of the AAR that appeared in numerous publications thruout the United States in early 1937. See Pg 80

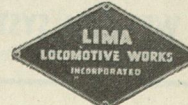
8 LIMA 2-6-6-6s

for the
HEAVY TRAFFIC
on
The Virginian

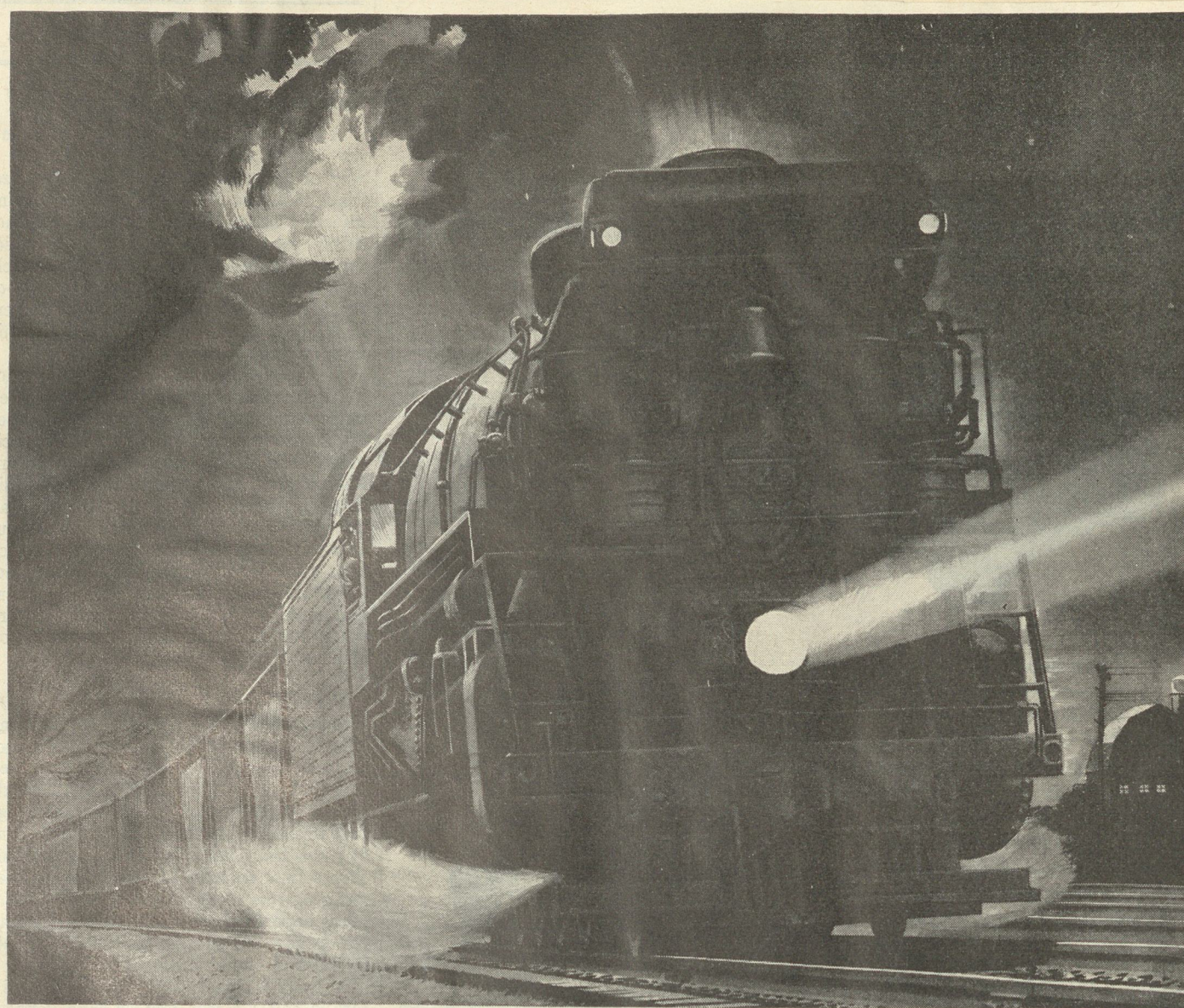


To handle its heavy coal traffic still more efficiently, The Virginian Railway has recently placed in service eight Lima 2-6-6-6 locomotives.

These four-cylinder, six-coupled articulated giants are capable of hauling the heaviest freights, over mountain grades, at sustained high speeds.

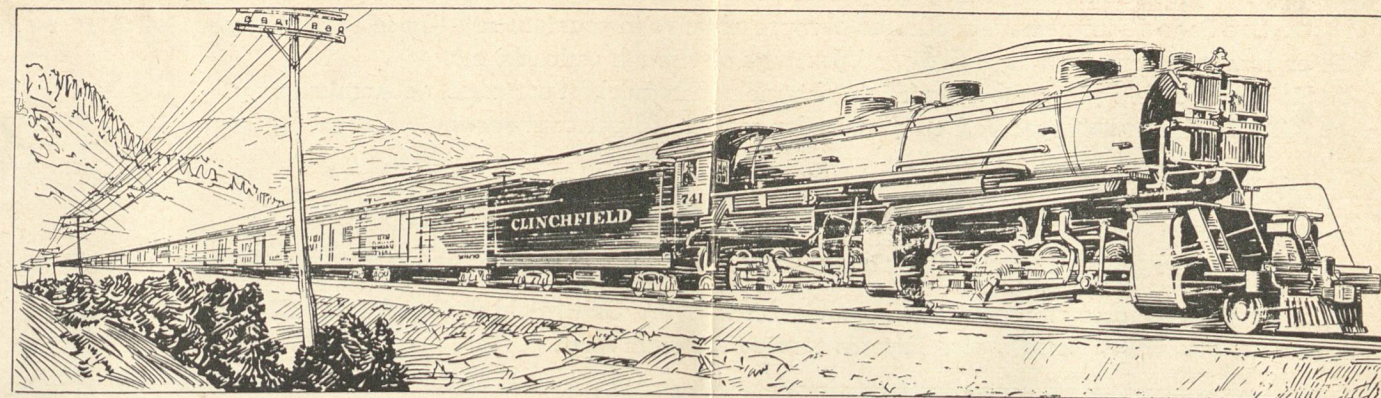


LIMA LOCOMOTIVE WORKS, INC., LIMA, OHIO



TIME FREIGHT

REGULAR AND
RELIABLE



VIA
CLINCHFIELD ROUTE
Between the Central West—The Carolinas and The Southeast
DOUBLE-DAILY FREIGHT TRAINS

DEDICATION

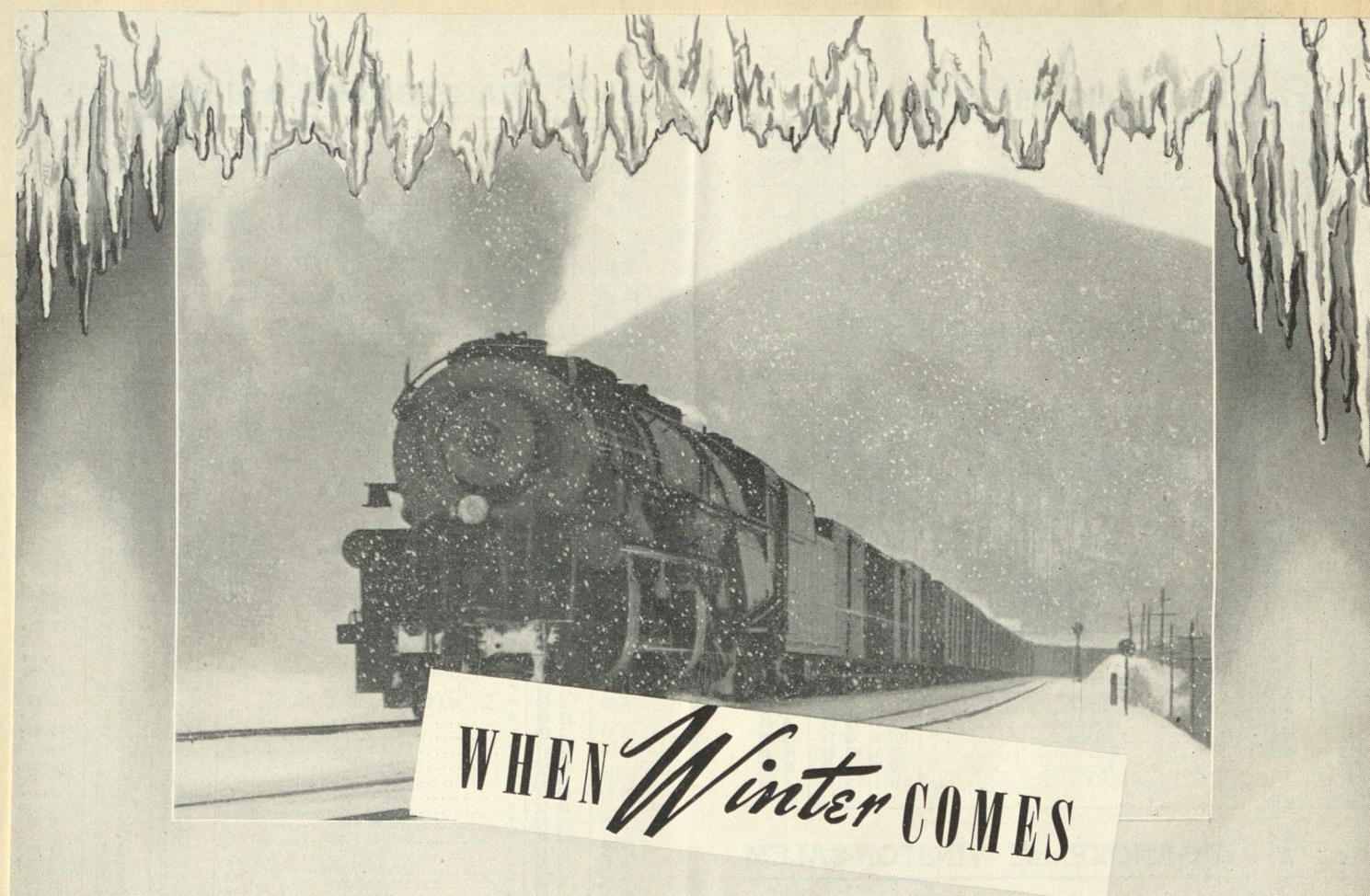
To the members of the
Railway & Locomotive Historical Society
For the many accomplishments in the preservation
of our railroad heritage.

USE CARE IN TURNING PAGES

ACKNOWLEDGEMENTS

During the course of constructing these scrapbook albums I would, on numerous occasions, find myself wanting additional information relative a specific clipping. My sincerest 'Thanks' to the following gentlemen who responded to my inquires by providing requested data. -- William Edson, Jerry Best, Fred Stindt, Guy Dunscomb, John White, Jr., Jackson Thode, Doug Richter, Omer Lavalley, R. H. Carlson, Herbert Broadbelt, Edward May, Richard Kindig, R. F. Corley, John Labbe, Thomas Dixon, Jr., Dr. F. Lehmann, Robert Lowry, Russ Wilcox, Harold Vollrath.

MCK Nov. 1991



Sub-zero temperatures . . . icy winds . . . snow and sleet . . . dark, murky skies. For days at a time each year vast areas of the country are in the cold grasp of Old Man Winter.

In those frigid zones, transportation by highway is often paralyzed. Buses and trucks come to a standstill in mountainous drifts on snow-blocked, icy highways. Private automobiles are abandoned. Planes are grounded. Rivers are choked with ice.

But no matter what comes out of the wintry skies, thousands have to be fed and kept warm; factories have to run; raw materials have to be moved; people have to travel. In short, the life and commerce of the blizzard areas have to flow on. And do.

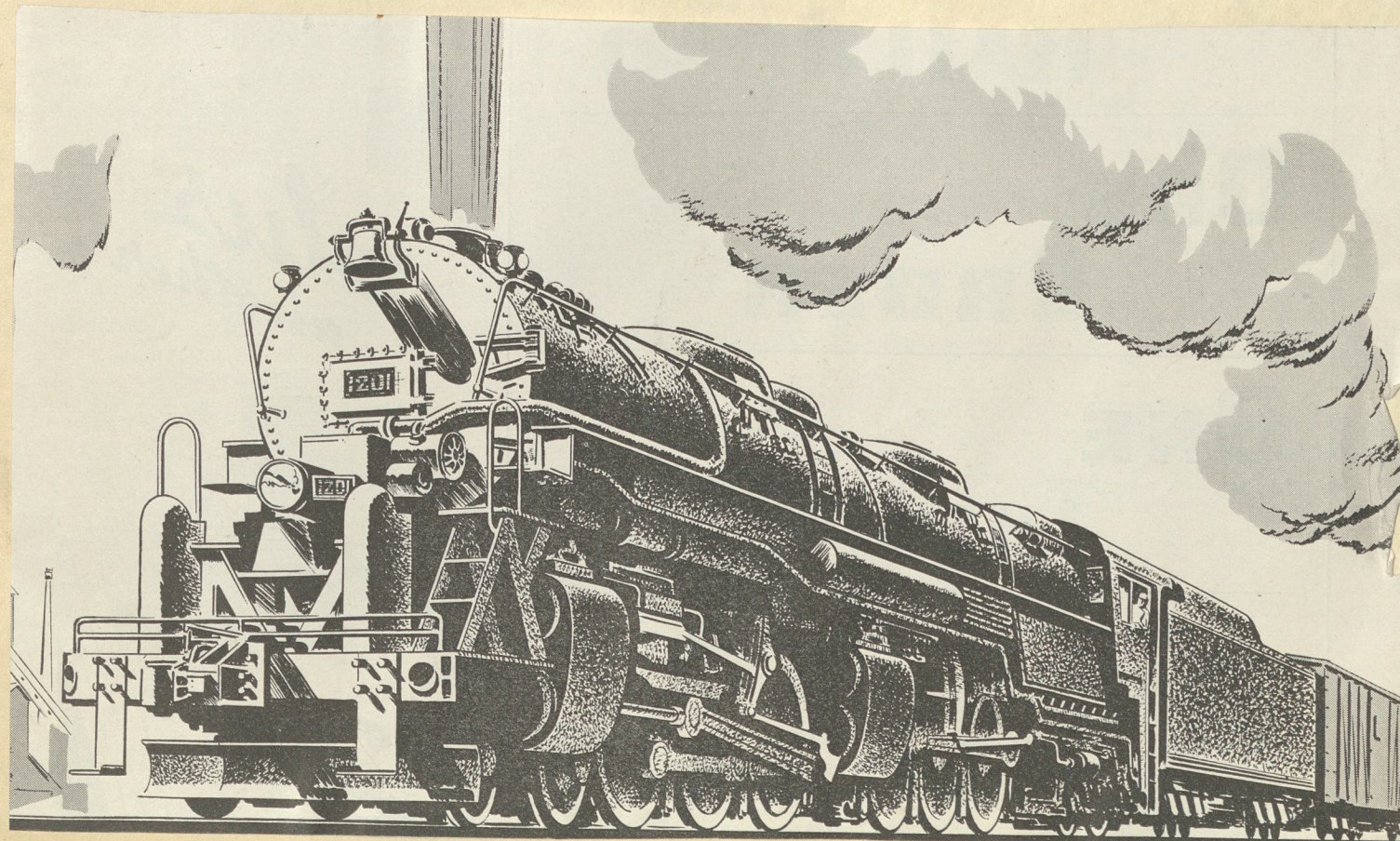
For there is one—and only one—transportation

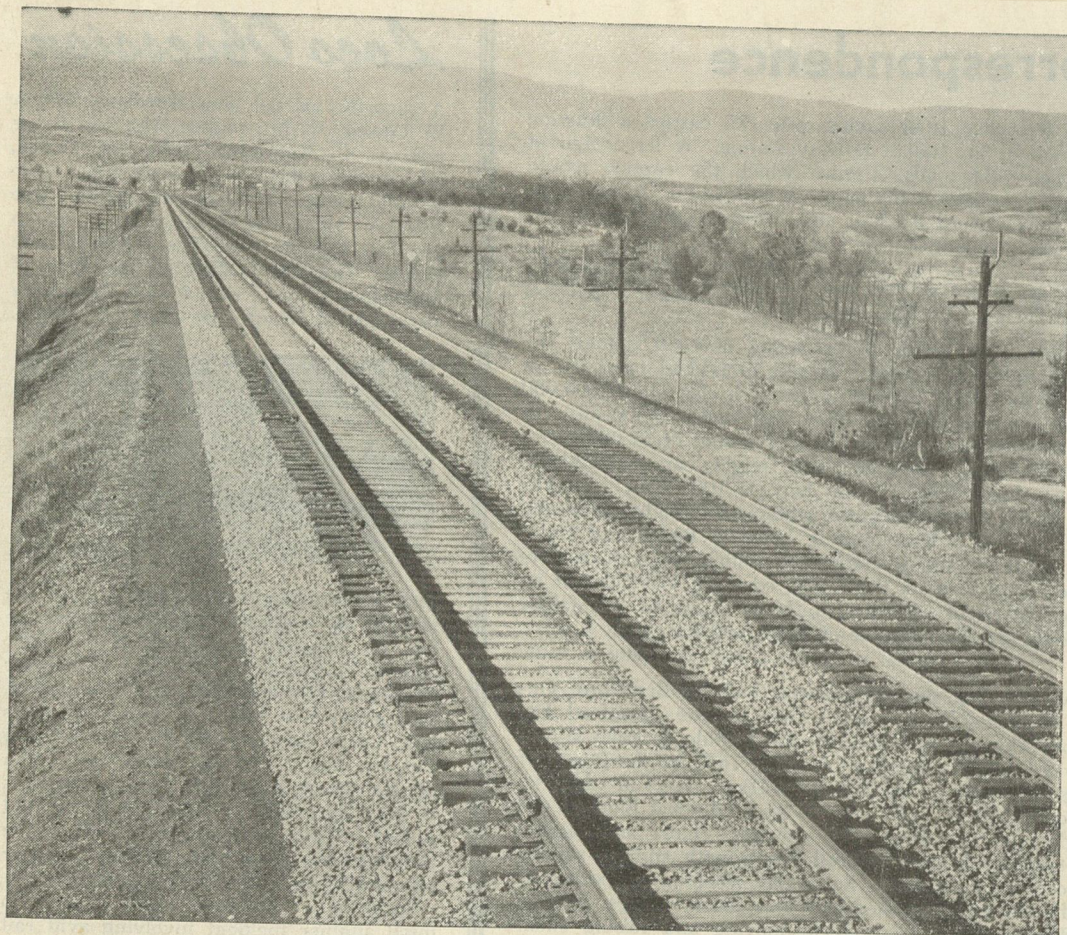
agency that can and does meet such an emergency—the railroads. The trains go through. Every hour of every day and in the dead of night, through storms and bitter cold, across mountains and plains, through valleys, trains move safely and efficiently thousands of cars of food, fuel and other vital supplies, and tens of thousands of snowbound travelers.

Throughout the entire period of extreme winter, trains of the Norfolk and Western Railway go through.

The railroads have often demonstrated their dependability, their adequacy and their ability to meet efficiently any transportation emergency. So, when shaping your policy on transportation matters, remember that the railroads serve you 365 days of the year; they are not merely "fair-weather" friends. You can always count on them.

NORFOLK AND WESTERN RAILWAY





WORLD'S BUSIEST HIGHWAY

Over such highways — 230,000 miles of them — more freight and passengers are moving today than ever moved before anywhere on earth by any means of transport. • In 1944, the railroads hauled nearly three times as much inter-city freight, and nine times as much war freight, as all other carriers combined. • That is one of the great lessons to come out of the war — what modern American railroads can do. • And one of the things to remember after the war is won is that in peacetime, too, America needs and must have the kind of transportation which only its railroads can deliver.



ASSOCIATION OF
AMERICAN RAILROADS
All United for Victory



Big Three

BY STUART COVINGTON

C&O, N&W and Virginian make
West Virginia soft coal a potent
factor in the nation's industry

CHIEF factor in the success of the Chesapeake & Ohio, Norfolk & Western and Virginian railroads is West Virginia soft coal. If coal were not shipped over their rails, the roads would be in sad extremities, since bituminous constitutes 77 per cent of their collective revenues. And the prime reason West Virginia bituminous coal dominates the market is this triumverate of rail carriers, for without their low rates the coal could not compete successfully in other

parts of the nation. The three rail lines, known usually as the "Pocohontas roads," haul most of West Virginia's coal to market, accounting for at least four fifths of the state's rail mileage. All transport coal in bulk to the same markets, over the same terrain, with nearly the same motive power. They face identical problems, yet each meets them differently. Each offers the same service, but of a varied sort. They compete, yet are friendly neighbors,



What do you think it is worth to move a ton of freight a mile?

The American railroads do it for an average of one penny.

But low rates are only one yardstick of a bargain—so let's see what else shippers are getting today for their money.

They are getting dependable delivery of freight where they want it, when they want it—by schedules almost as accurate as those of passenger trains.

They are getting speed beyond anything ever provided in mass transportation before. In many instances cities 500 miles apart have overnight freight service—and the average speed of freight trains has increased 62% in the last twenty years.

They are getting the service of a transportation system which ties together the three million square miles of America—linking sources of raw material to factories—and factories to stores and shops by the tens of thousands.

Taking it all in all, the American railroads are today better than ever before in reliability, speed and operating efficiency—ready to handle the needs of American industry and American defense.

What's more, they are steadily improving their tracks and equipment so they can continue to give this country the world's biggest cent's worth of transportation.

SELLER
DATE
FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

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Amount

Clos. No.

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Amount

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Amount

Clos. No.

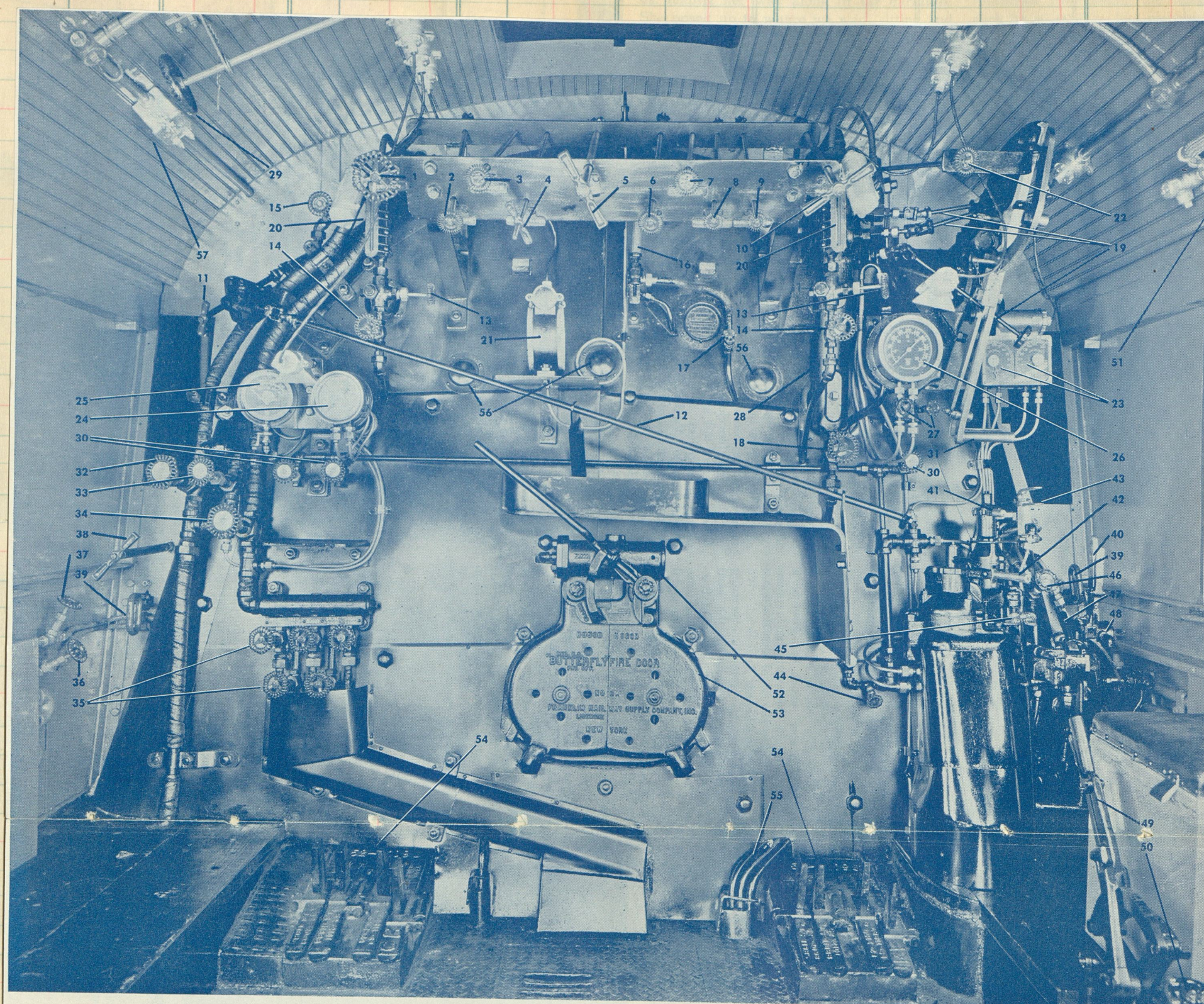
Sold

Amount

Clos. No.

Sold

Amount



Lima Locomotive Works

The Controls in the Cab

IN ITS essence the steam locomotive is a remarkably simple piece of machinery. Simple and rugged. Put almost any kind of fuel in the fire box, almost any kind of water in the boiler, and it will go. But to bring the locomotive to its present efficiency, much more than simple controls are necessary in the cab, and the correct operation of a steam locomotive so as to get the most out of it has become a job in which the engineer is assisted by dozens of accessories.

The locomotive backhead once sported only a throttle to make her go, a brake to stop her, a re-

verse lever to control the valve cutoff, an injector to put water in the boiler, and of course a steam gauge to see that there was enough of what it still takes. But now look! The photo shows the backhead of an Alleghany-type locomotive recently built for the Chesapeake & Ohio by Lima Locomotive Works.

The essentials are still the same, but even they look different. Instead of the slanting throttle lever acting on a throttle valve inside the boiler, most locomotives now have the front-end throttle with

the type of lever shown in the photo (No. 31). And the old back-breaking Johnson bar reverse lever has been replaced by the neat little quadrant (No. 40) which actuates the power reverse gear. The steam brake valve of early days has evolved through the original air brake into the modern complexity of brake valves (Nos. 41 and 42) which can effectively control the immense momentum of a 10,000-ton coal train on downgrade.

It's a big machine, this steam locomotive, and marvelously complex. It has a power which can seldom be sensed by those who watch at the side of the tracks. And yet it is all controlled with finesse by the men in the cab.

KEY

1. Feedwater heater pump steam turret valve.
2. Stoker engine steam turret valve.
3. Stoker jet steam turret valve.
4. Water gauge top valve, left side.
5. Cab turret shut-off valve.
6. Turbo-generator steam turret valve.
7. Cab heater steam turret valve.
8. Front lubricator heater steam turret valve.
9. Back lubricator heater steam turret valve.
10. Injector steam turret valve.
11. Feedwater heater pump steam throttle valve rod to fireman.
12. Feedwater heater pump steam throttle valve rod to engineer.
13. Water gauge bottom valve.
14. Water gauge drain valve.
15. Feedwater heater pump steam suction heater valve.
16. Low water alarm whistle.
17. Low water alarm test valve.
18. Water column drain valve.
19. Gauge cock extension rods.
20. Reflex water gauge.
21. Double-dial steam gauge.
22. Water gauge top valve, right side.
23. Quadruplex air gauge.
24. Stoker steam gauge.
25. Feedwater heater pump steam gauge.
26. Steam chest and back pressure gauge.
27. Back pressure and steam chest pressure gauge needle valve.
28. Water column.
29. Ventilator operating rod handle.
30. Tunnel mask air valves.
31. Throttle lever.
32. Stoker engine booster steam valve.
33. Stoker engine throttle steam valve.
34. Stoker jet main steam valve.
35. Stoker jet individual steam valves.
36. Brakeman's cab heater steam valve.
37. Fireman's cab heater steam valve.
38. Blower steam throttle valve.
39. Blow-off cock operating handle.
40. Reverse gear quadrant.
41. Independent brake valve.
42. Automatic brake valve.
43. Whistle operating valve.
44. Firedoor needle valve.
45. Rail-washer valve.
46. Bell-ringer valve.
47. Sander operating valve.
48. Cylinder cock operating valve.
49. Injector operating lever.
50. Injector overflow valve.
51. Headlight switch.
52. Firedoor operating cylinder.
53. Firedoor.
54. Grate shaker levers.
55. Drain pipes for water gauge, column and cocks.
56. Washout plug casings.
57. Fuse box.

Total

Add—Error

DATE

Deduct “

DATE

Total

Add Working Fund

Total to be Accounted for

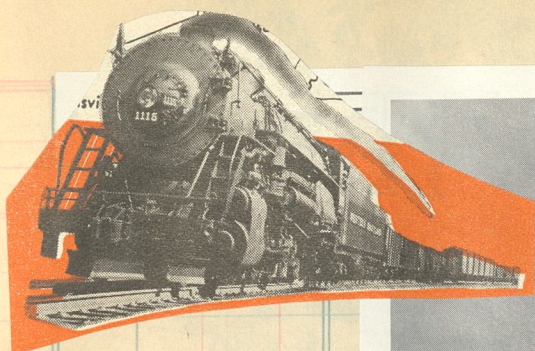
Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for



Travel via the
Scenic Route
Through The
BLUE RIDGE MOUNTAINS
To
HAGERSTOWN
CUMBERLAND
ELKINS

Air Conditioned
All Steel Coaches

The
WESTERN MARYLAND
operated 691 mi
in 1927 with 276
engines, 11,006
frt and 100 pass
cars

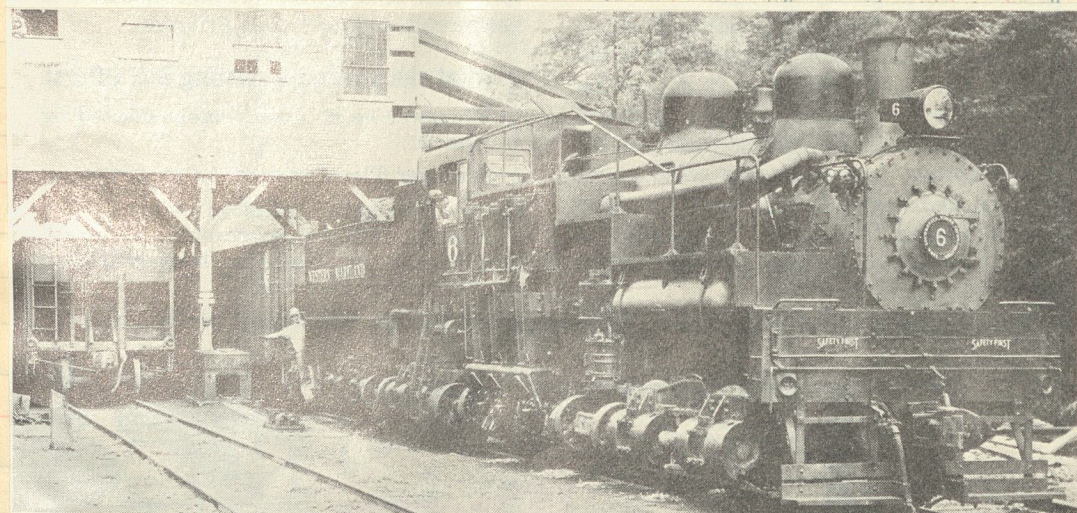


Robert F. Collins

Swinging off the Keystone Bridge near Meyersdale the big Decapod #1124 roars eastward with 48 cars of coal. The double track on opposite side is the B&O's line to Pittsburgh and Chicago.



The Western Maryland Operates Through Rugged Mountain Territory



**FOR COAL
TRAFFIC**

The Western Maryland's new Class 150-3 truck Shay-geared locomotive, recently delivered by Lima, is outstanding. In addition to its ability to handle loads on grades up to 10%, it holds loads on down grades because of its geared drive, which makes it very desirable for operations on any railroad having unusually steep grades.



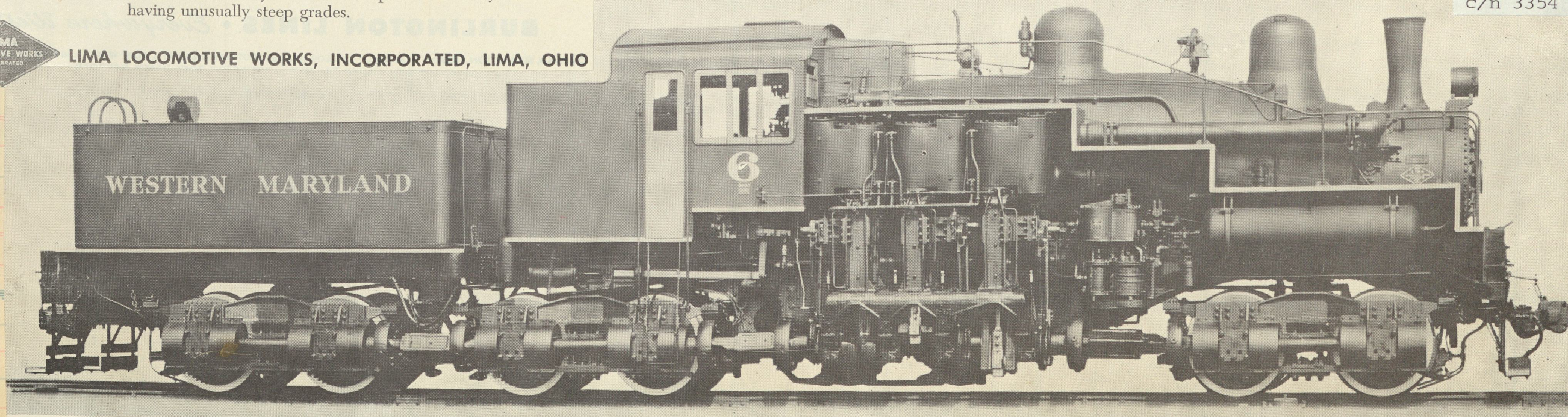
The final Shay

Western Maryland Shay geared engine for 10 per cent grades

Road numbers of this series	6	Weight on drivers, lbs.	324,000
Built	Lima, 1945	Weight of engine and tender, lbs.	324,000
Cylinders, diameter and stroke, in.	17 x 18	Grate area, sq. ft.	48
Diameter of drivers, in.	48	Evaporative heating surface, sq. ft.	18,000
Tractive force, lbs.	59,740	Superheater heating surface, sq. ft.	4,000
Boiler pressure, lbs. per sq. in.	200	Tender capacity: Tons of coal	40
Total weight of engine, lbs.	324,000	Gallons of water	600



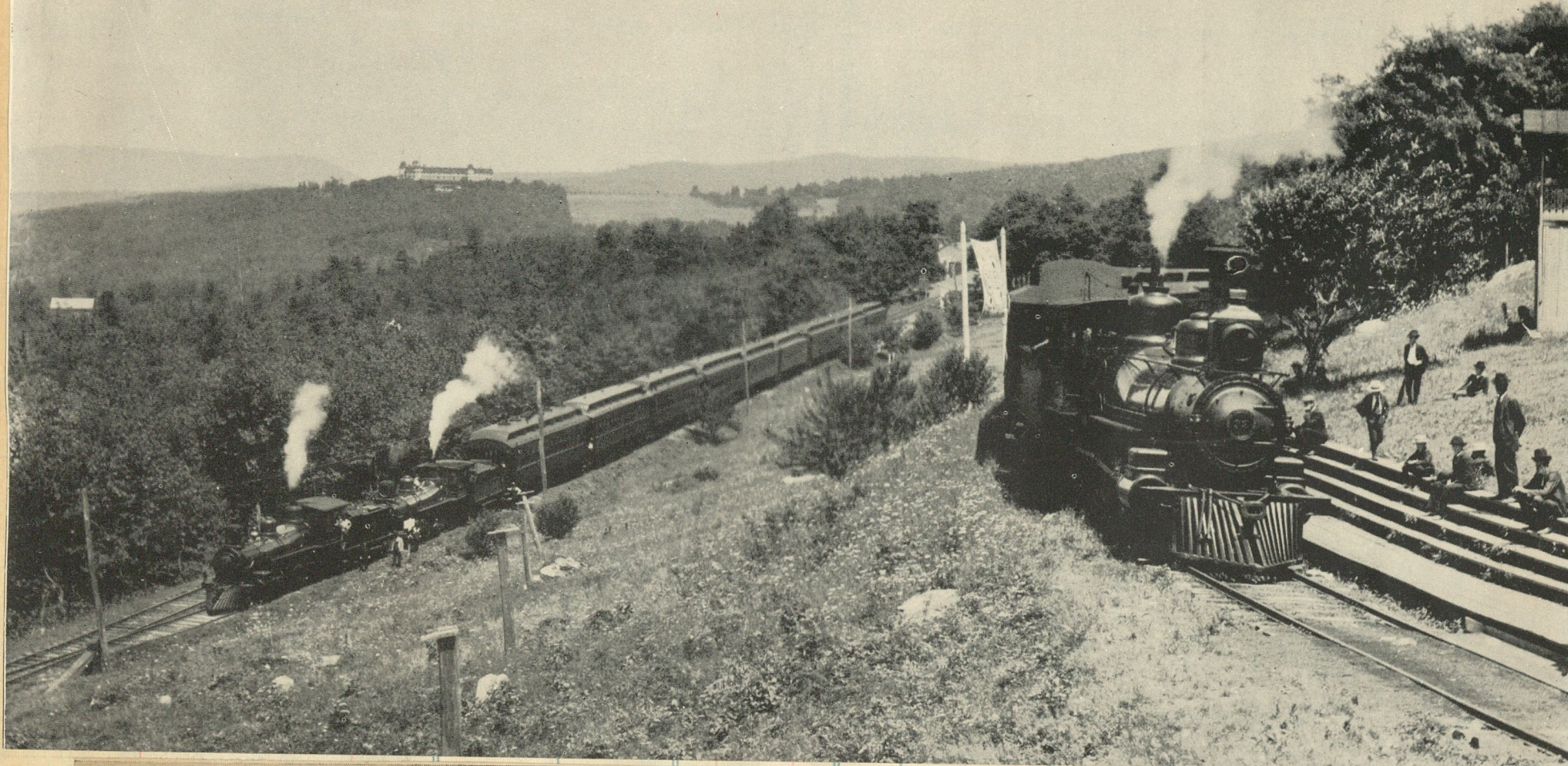
LIMA LOCOMOTIVE WORKS, INCORPORATED, LIMA, OHIO



c/n 3354

(158)

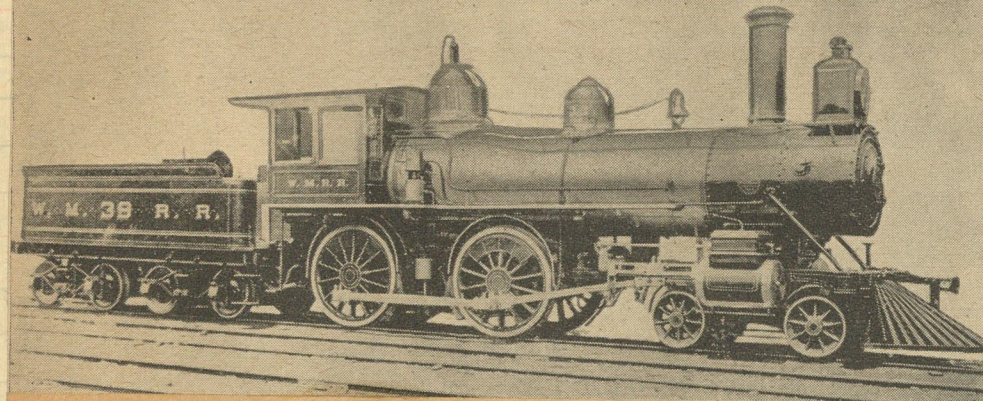
A recreation tract established by Pres. John Hood (1874-1902) on the crest of the Blue Ridge west of Highfield. A favorite summer relief spot for citizens of Baltimore.



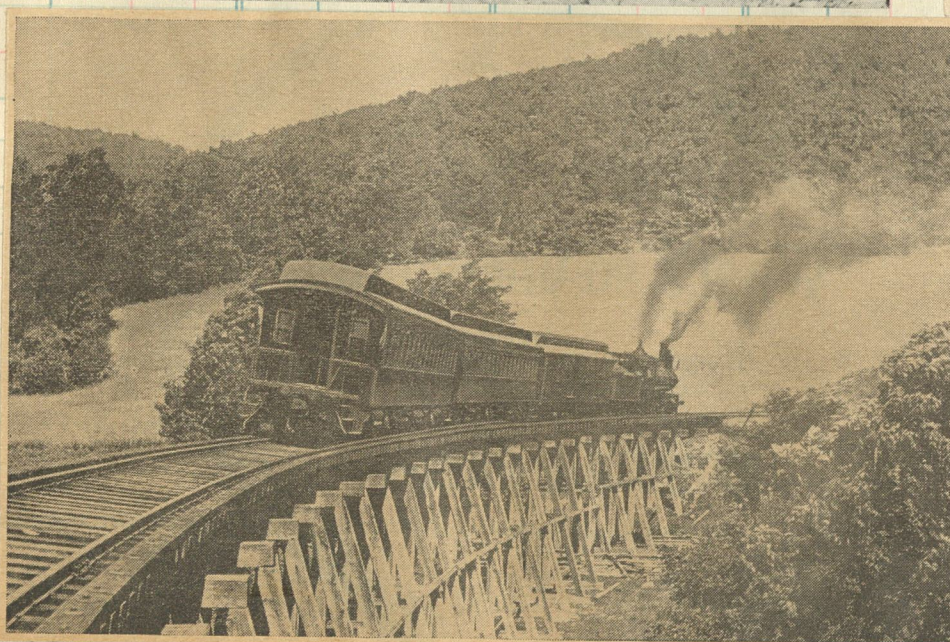
From the Collection of Norris R. Young

Roofing Glen Afton cut with her fog, Western Maryland's 44 weaves eastward with Train Number 6. The Baldwin 8-Wheeler was twelve years old when this photo was made in 1907

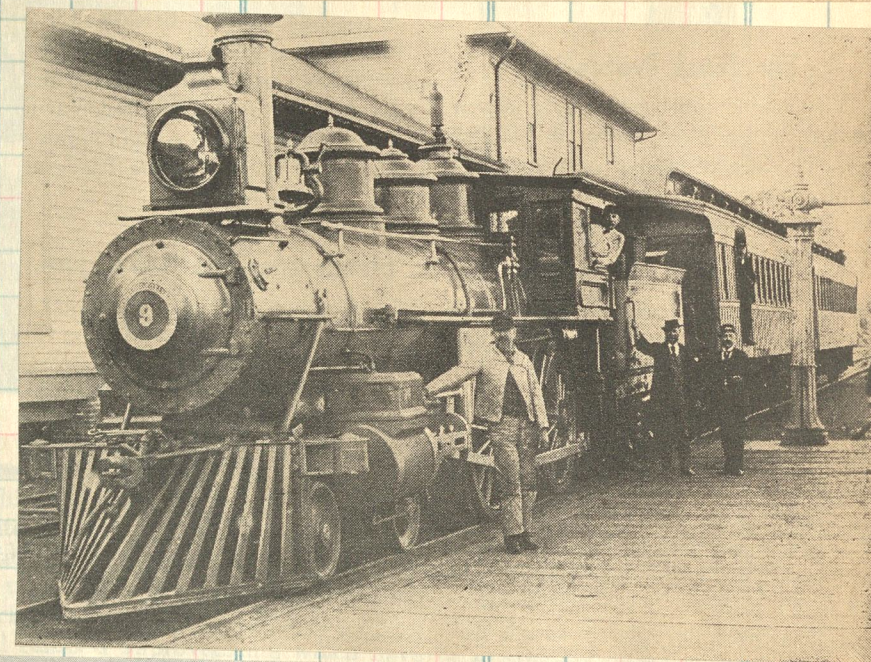
#44, org #92, Baldwin 1895 c/n 14290. Sold to Emmitsburg #5 in 1919



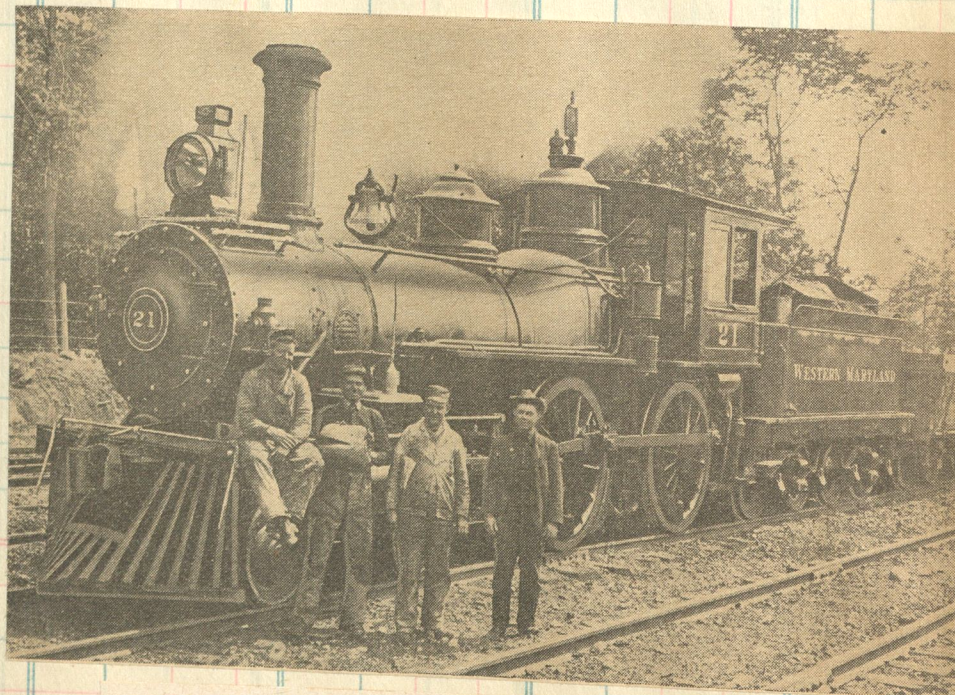
Three ordered from Baldwin 1888 noed 38-40
#38 renoed 41 c/n 9262



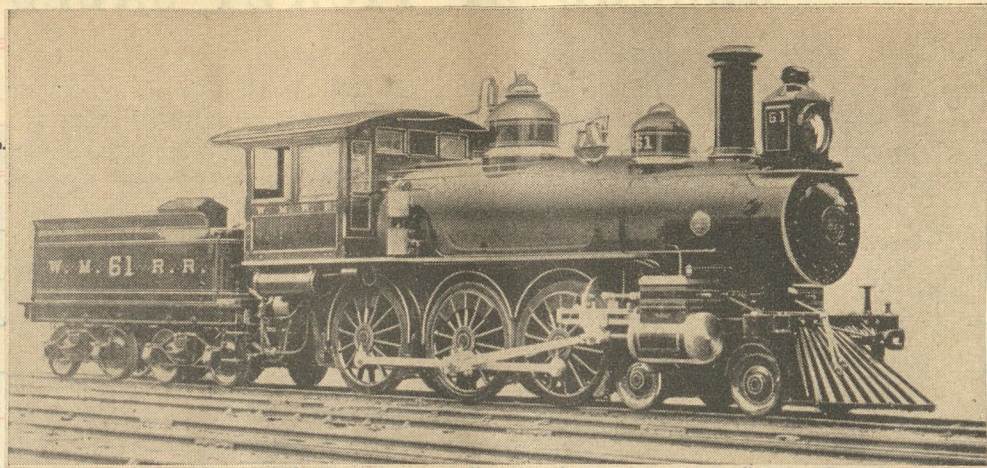
Near Maria Furnace, just west of Fairfield,
on the Gettysburg line.



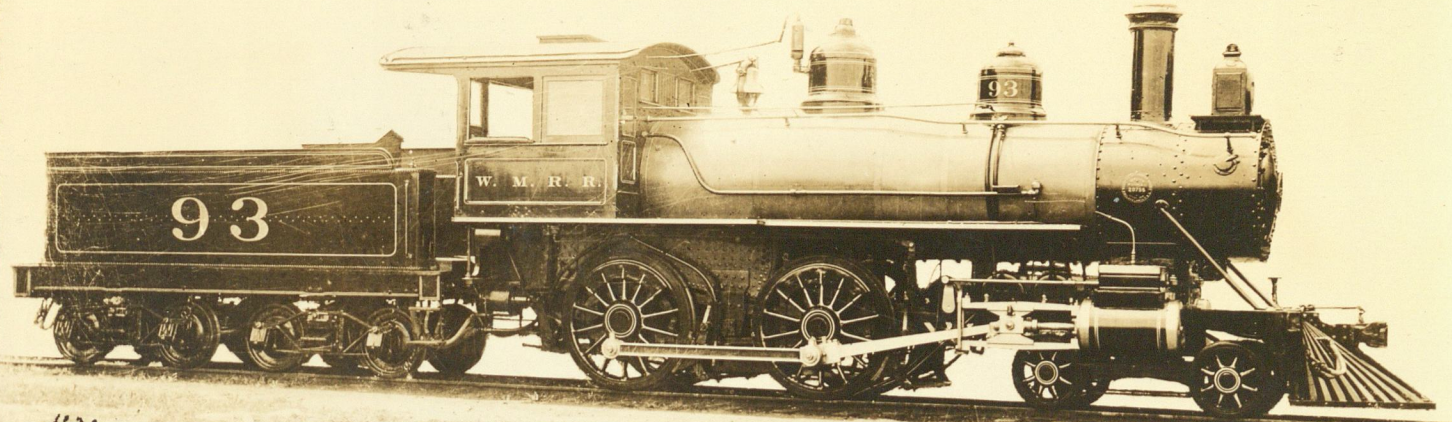
A Shippensburg-Hagerstown (via Edgemont) local
on the Baltimore & Cumberland Valley taken at
Chambersburg. #9 blt by Baldwin 1871 c/n 2623
Reblt in 1896 and later renoed 2nd #2



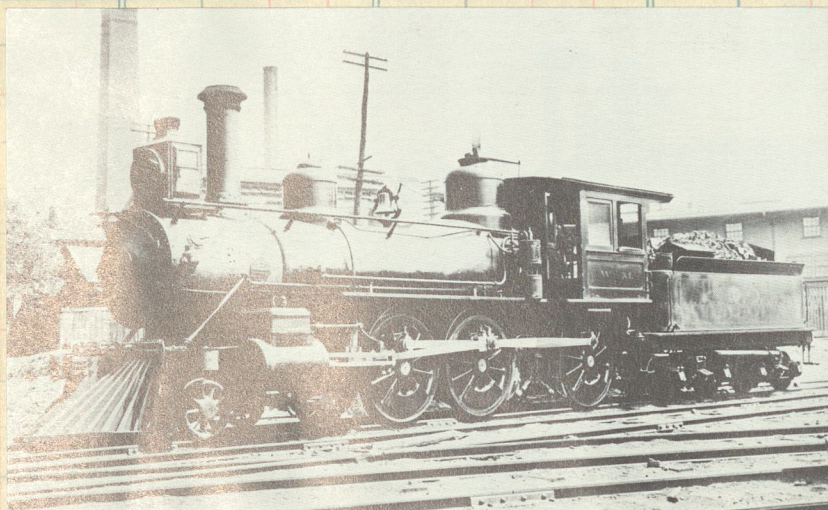
Blt as #20 by Baldwin 1881 c/n 5631



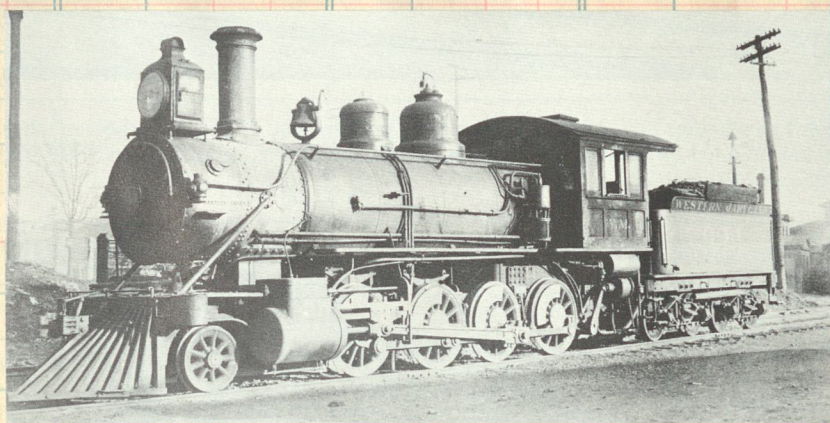
This sturdy 10 wheeler delivered by Baldwin in 1893
Renoed 91 then 78. Retired in 1927 c/n 13526



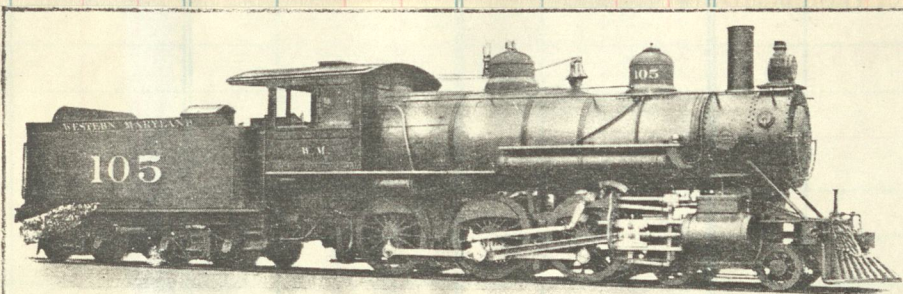
One of pair blt by Baldwin c/n 20755 in 1902. Later noed 51



#33, renoed #73, came from Baldwin
in 1884 c/n 7313



In 1898 Baldwin supplied four 2-8-0's
noed 64-67. This is #65, renoed #324,
c/n 16013



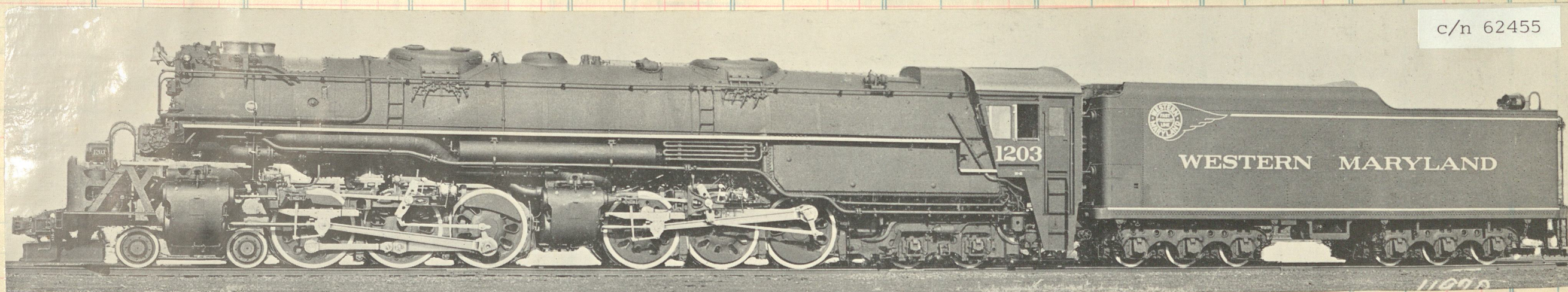
101-105 c/n 27859 Baldwin 1906



GETTYSBURG, PENNSYLVANIA (1850s)

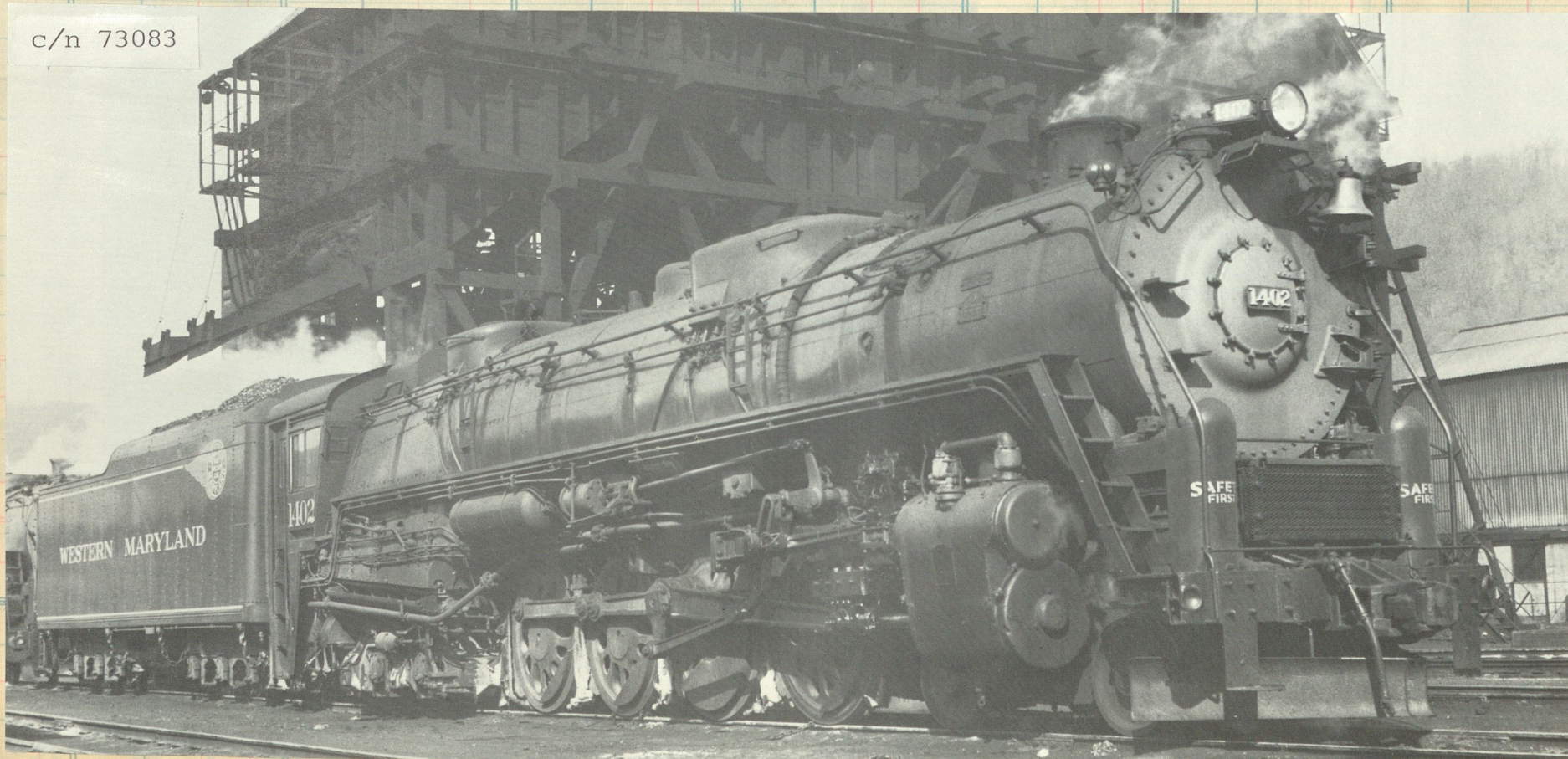
Western Maryland

The historic station at Gettysburg, built by the Gettysburg RR
in 1858. In November 1863 President Lincoln arrived here to ded-
icate the battlefield cemetery and to deliver his distinguished
Gettysburg Address.



c/n 62455

c/n 73083

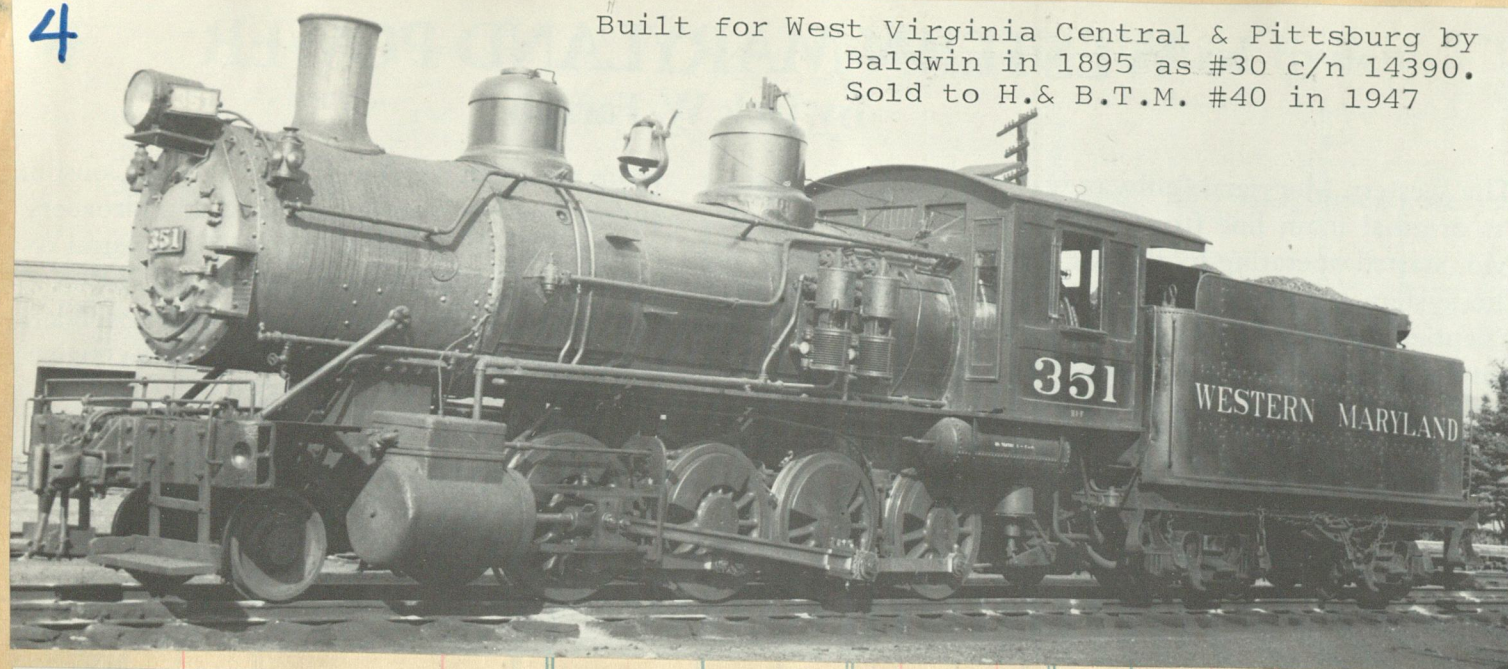


To expedite freight tonnage and
fulfill its obligation as a 'Fast
Freight Line' the Western Maryland
placed an order with Baldwin in
1940 for twelve 4-6-6-4 type. Nos
1201-1208 were delivered in December
1940 and the 1209-1212 in Jan. '41.

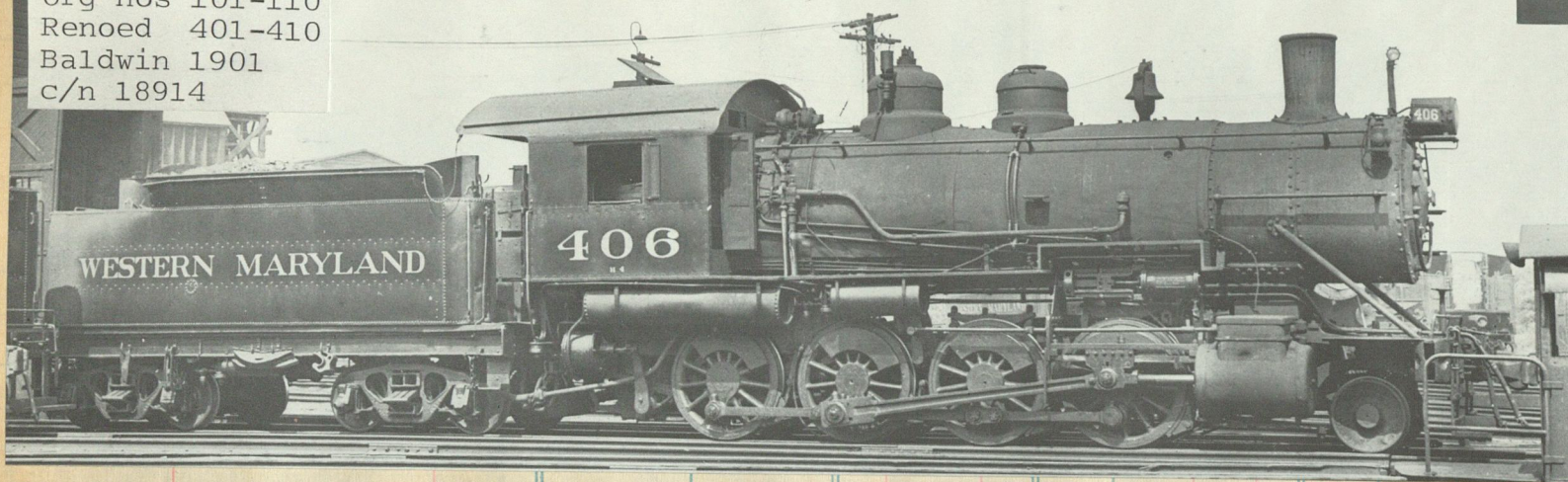
To further replace the 2-8-0's and
2-10-0's Eddystone [BLW] supplied
a dozen sturdy 4-8-4's in January
1947 noed 1401-1412. They only
served for seven years, all were
retired in Dec 1954.

4

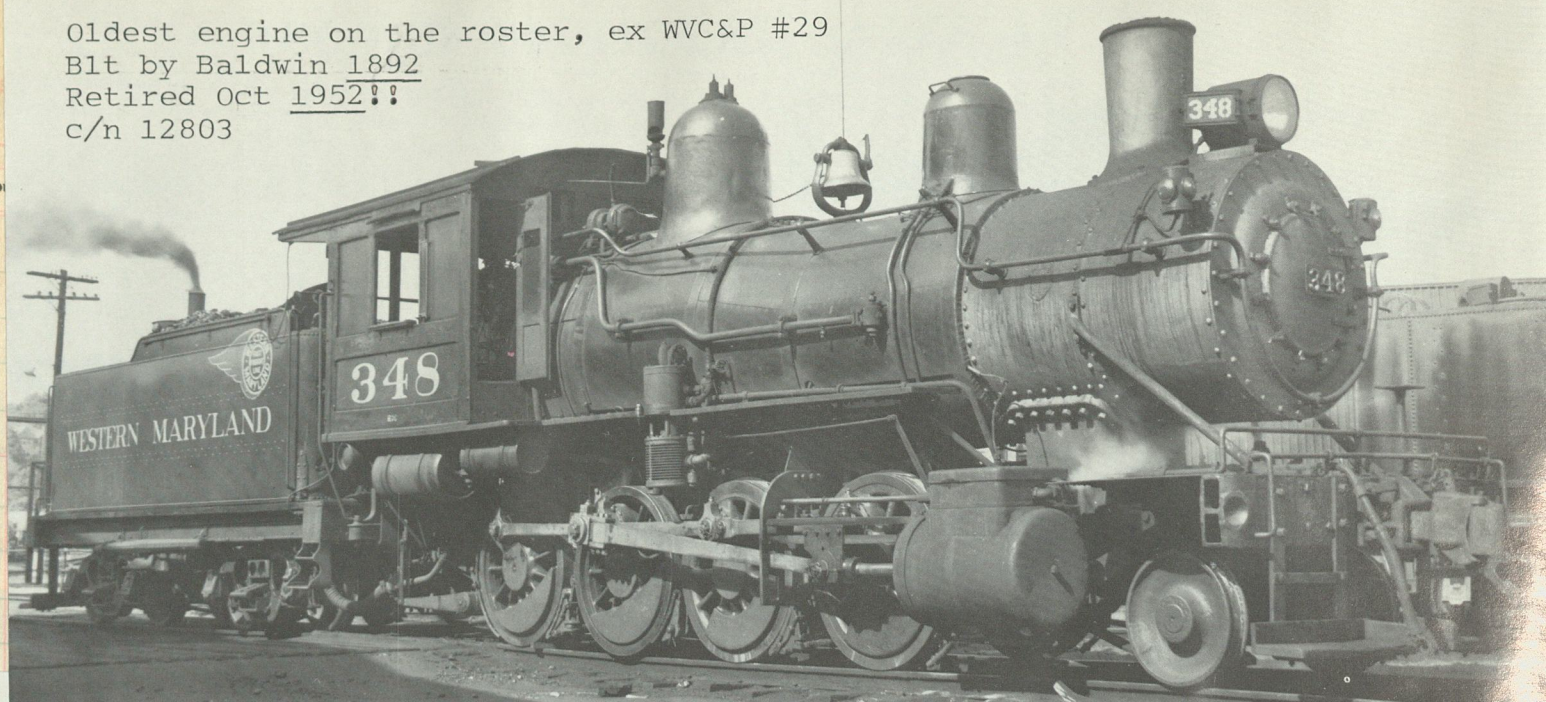
Built for West Virginia Central & Pittsburg by
Baldwin in 1895 as #30 c/n 14390.
Sold to H.& B.T.M. #40 in 1947



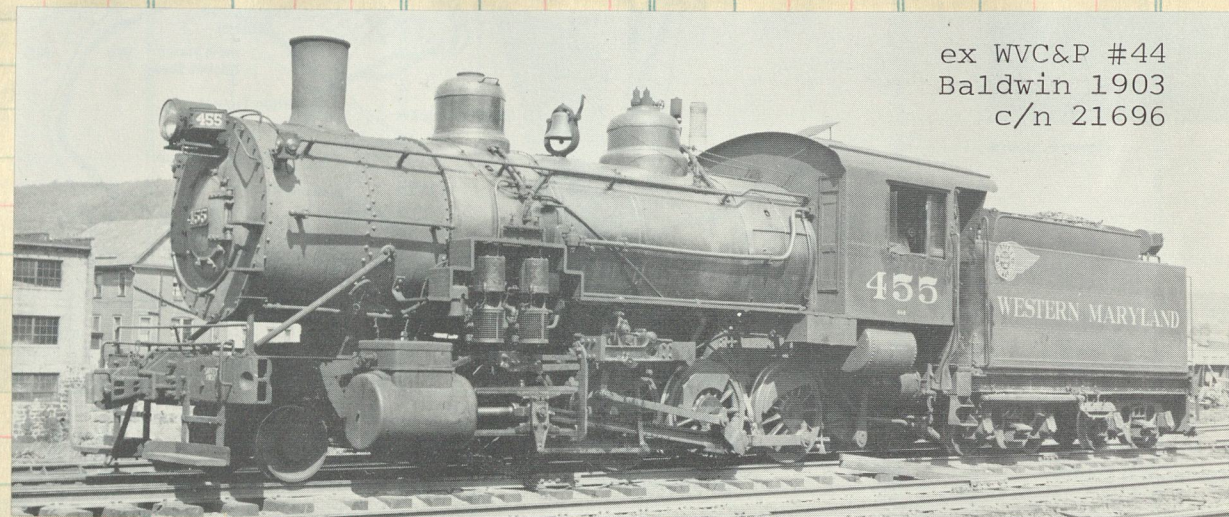
Org nos 101-110
Renoed 401-410
Baldwin 1901
c/n 18914



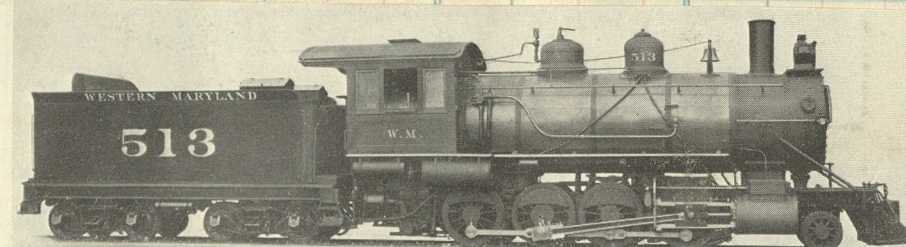
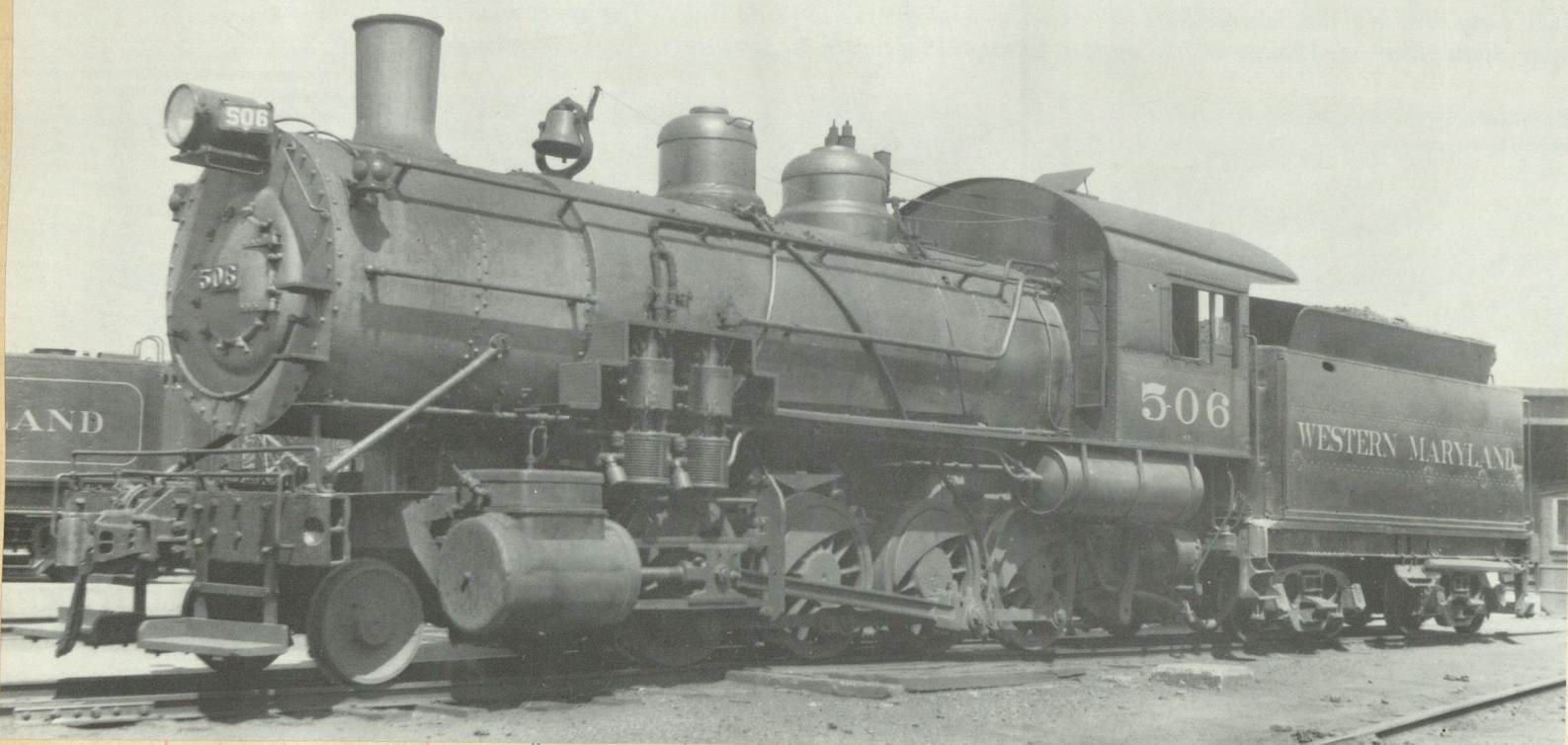
Oldest engine on the roster, ex WVC&P #29
Blt by Baldwin 1892
Retired Oct 1952!!
c/n 12803



ex WVC&P #44
Baldwin 1903
c/n 21696



In 1905 Baldwin supplied eighteen Consolidations noed
501-518. During the period 1930-1934 the Greenbriar,
Cheat & Elk leased six of the group which they noed
120-125. The 506, c/n 26857, was G.C.& E. #120; the
513 was #123. On return to the W.M. they received
their original numbers.



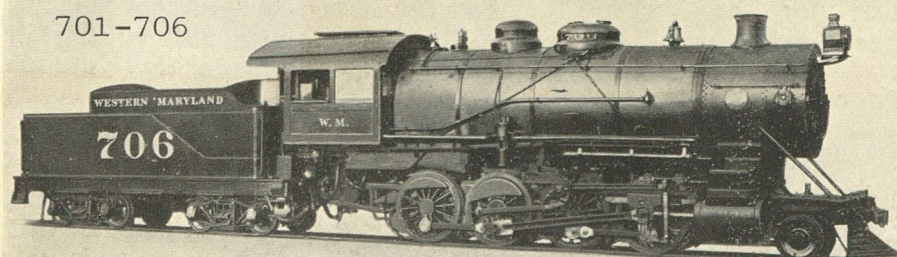
Cylinders	22" x 28"
Drivers, diam.	51"
Steam pressure	200 lb.
Grate area	37.1 sq. ft.
Heating surface	2614 sq. ft.
Weight on drivers	163,500 lb.
" total engine	182,700 lb.
Traction force	45,170 lb.

Sold to SI&E '47

c/n 26939

Consolidation Type Locomotive, Class H5, Built by The Baldwin Locomotive Works, 1905

701-706

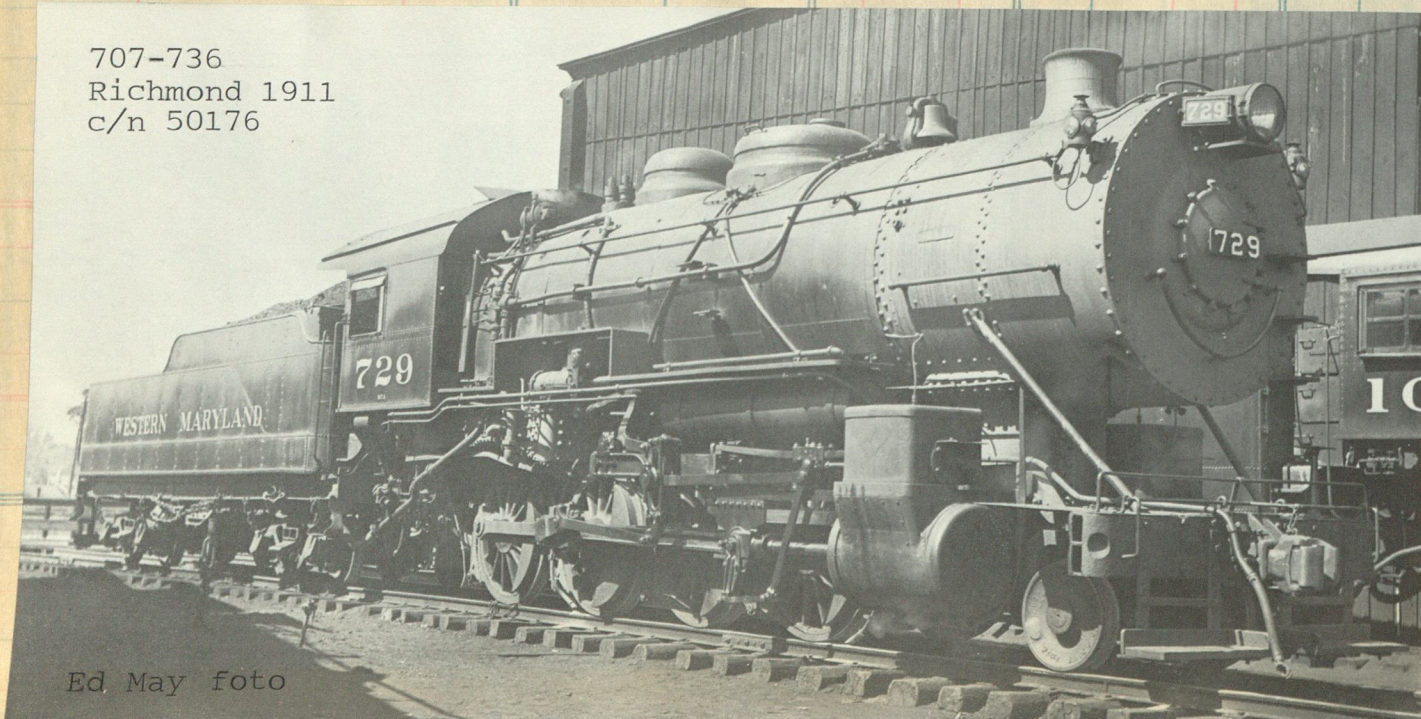


Cylinders	24" x 30"
Drivers, diam.	60"
Steam pressure	200 lb.
Grate area	54 sq. ft.
Heating surface	3466 sq. ft.
Weight on drivers	199,550 lb.
" total engine	223,950 lb.
Traction force	49,000 lb.

Class H7, Built by The Baldwin Locomotive Works, 1910

c/n 35213

707-736
Richmond 1911
c/n 50176



Ed May foto

621-630
Baldwin 1909
c/n 33209

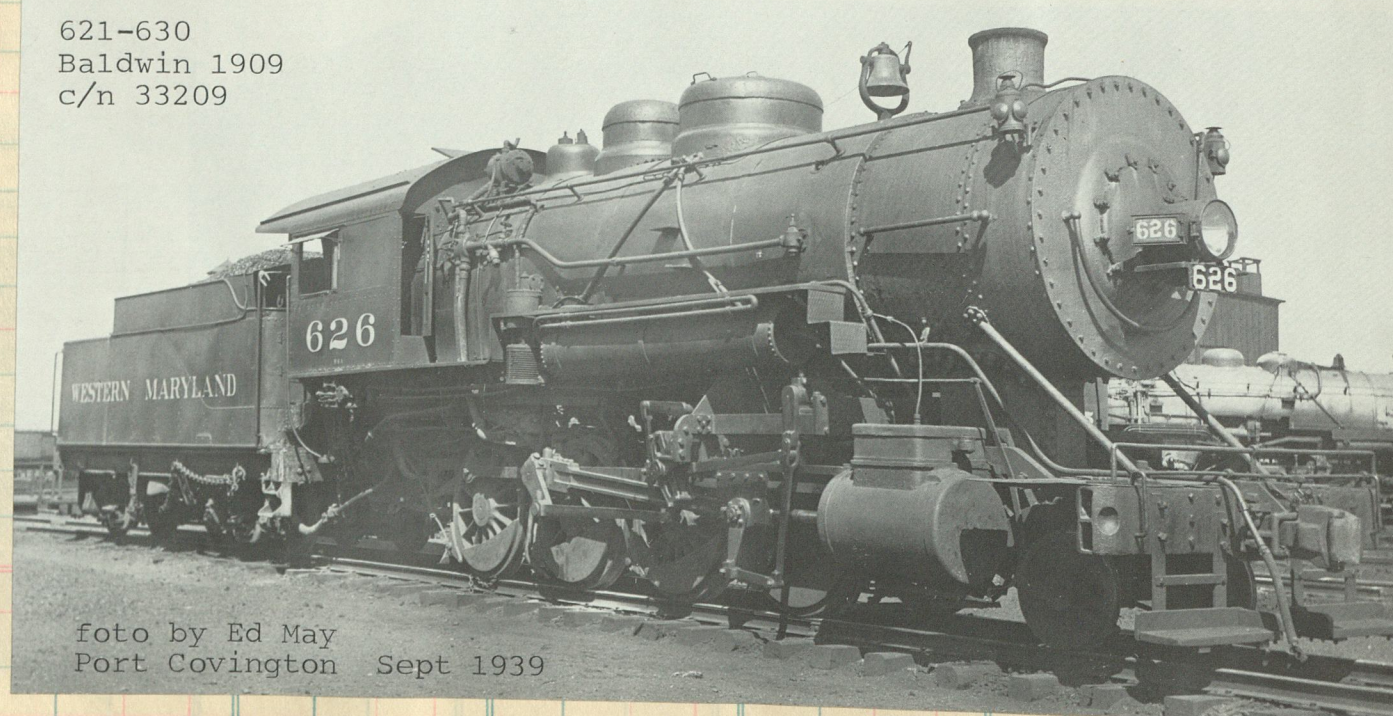
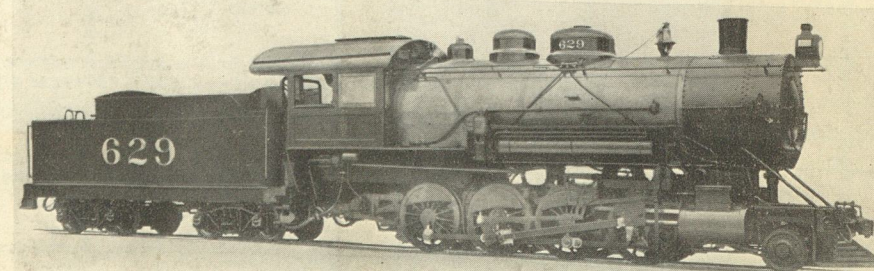


foto by Ed May
Port Covington Sept 1939

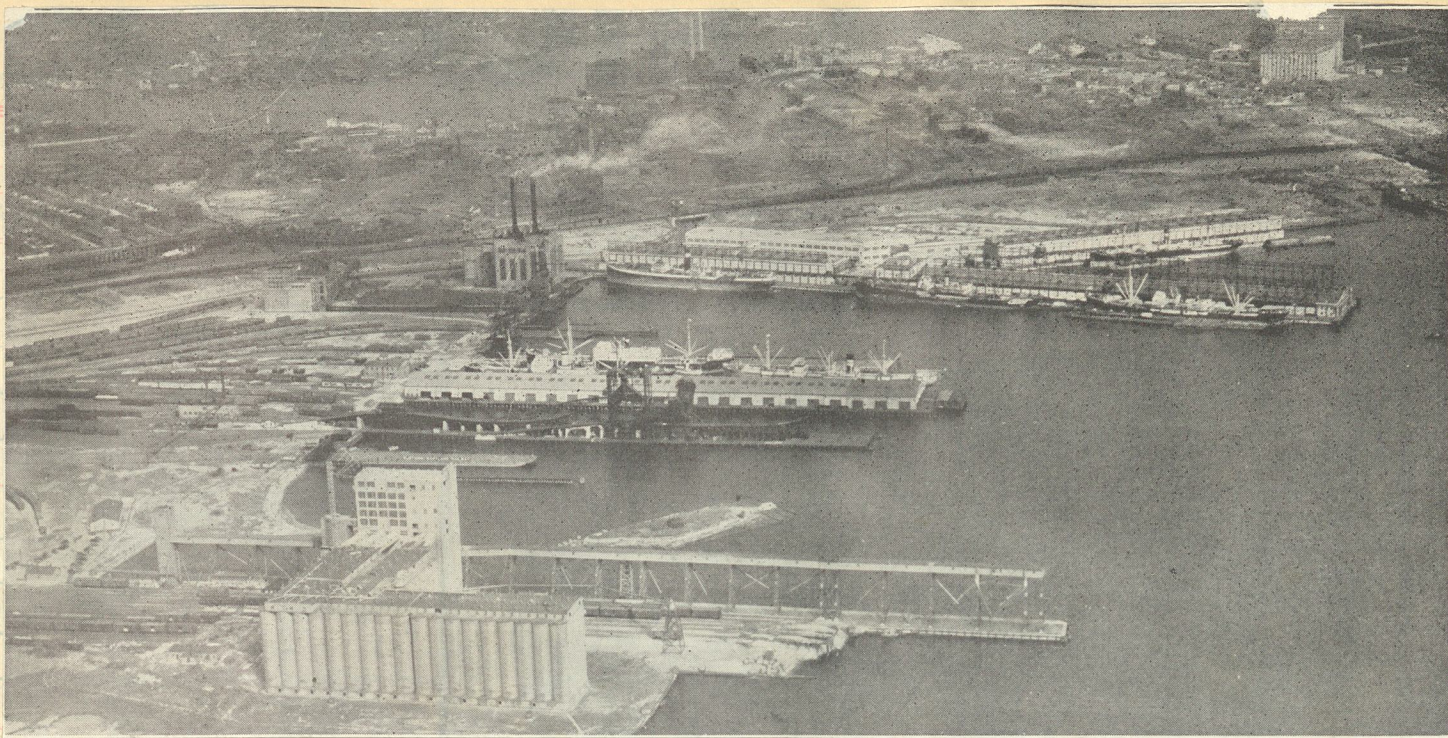
Cylinders	22" x 30"
Drivers, diam.	57"
Steam pressure	200 lb.
Grate area	52.5 sq. ft.
Heating surface	3033 sq. ft.
Weight on drivers	182,000 lb.
" total engine	200,000 lb.
Traction force	43,300 lb.

c/n 33222



Consolidation Type Locomotive, Class H6-a, Built by The Baldwin Locomotive Works, 1909

Clos. No. Sold Amount



Western Maryland's Port Covington Terminal at Baltimore. Modern and complete. Berthing space for twenty-three ocean vessels. Approximate cost \$20,000,000.

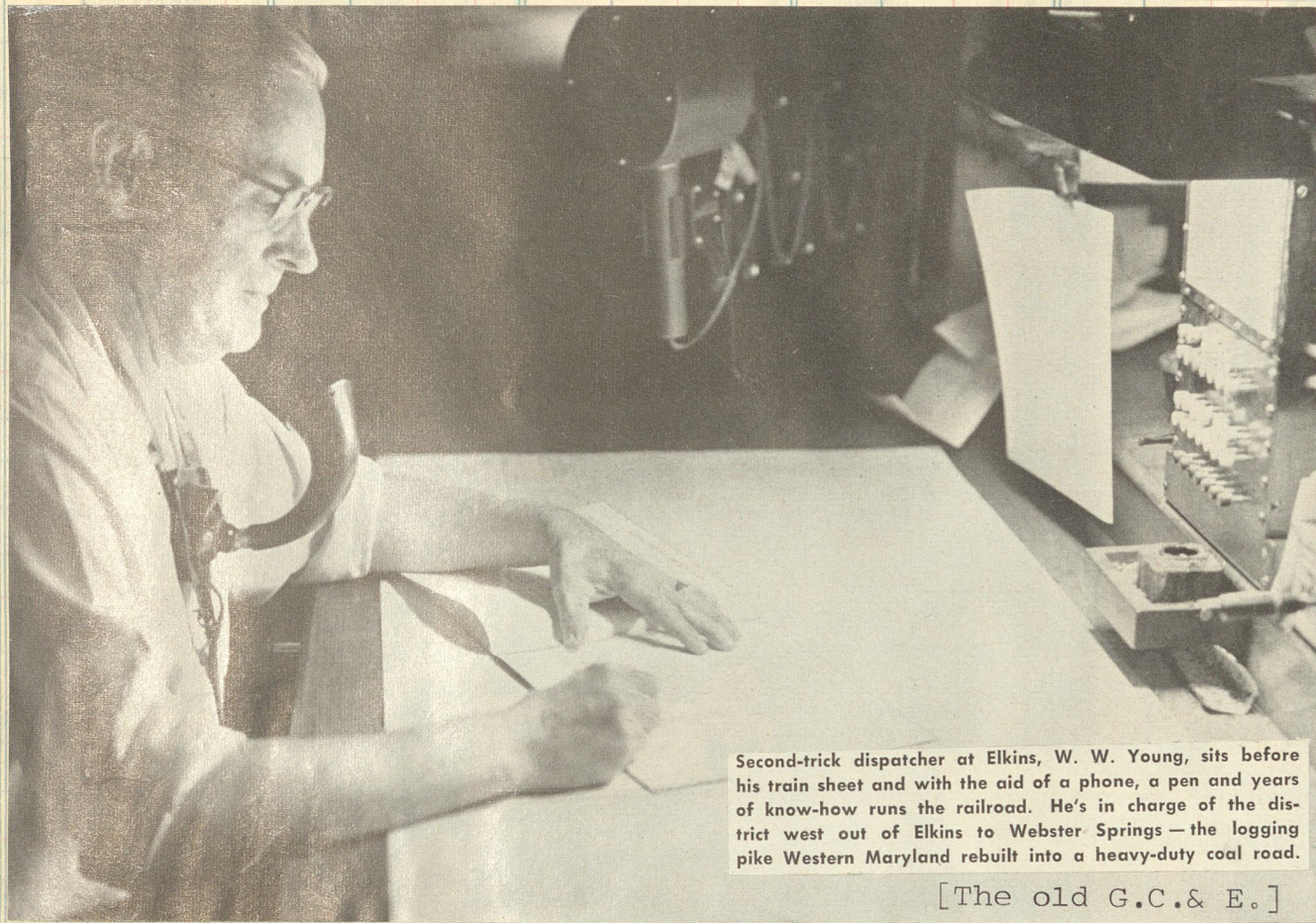
ATI

Sold Amount



Western Maryland's magnificent Tidewater Terminal at Port Covington, Md., serving the port of Baltimore. Courtesy Western Maryland RR.

Clos. No. Sold Amount



Second-trick dispatcher at Elkins, W. W. Young, sits before his train sheet and with the aid of a phone, a pen and years of know-how runs the railroad. He's in charge of the district west out of Elkins to Webster Springs—the logging pike Western Maryland rebuilt into a heavy-duty coal road.

[The old G.C. & E.]

Ordered by West Virginia Pulp & Paper Co Built 1921, c/n 3156. Sold to Mower Lbr Co in 1943. Operational on Cass Scenic RR.

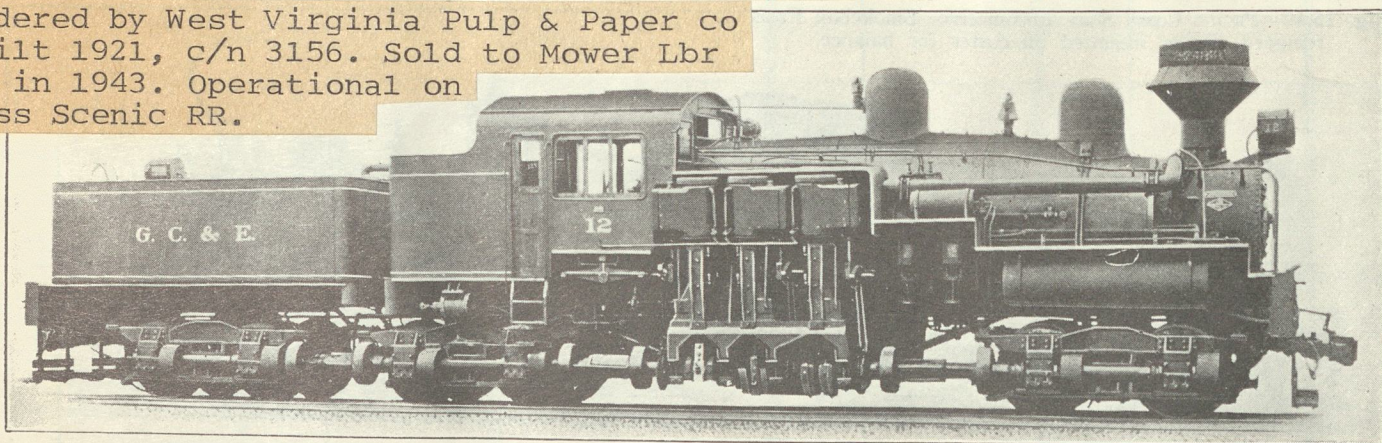
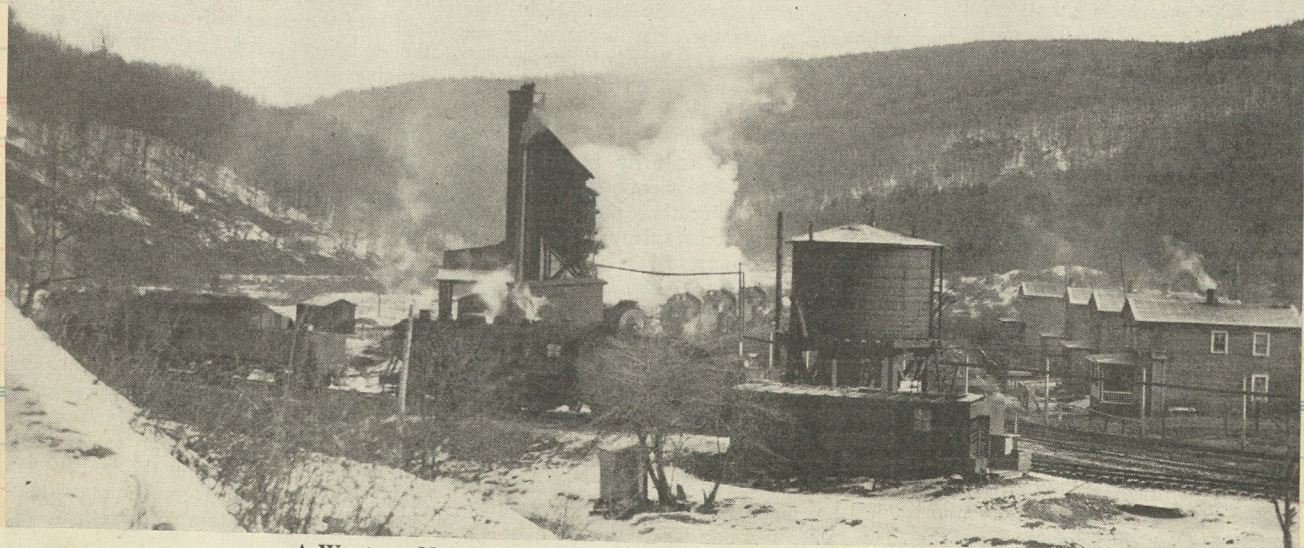


Fig. 2129—150-Ton Shay Geared Locomotive. Built by Lima Locomotive Works, Inc. for the Greenbrier, Cheat & Elk Railway for Use on Heavy Grades.

Gage	4 ft. 8 1/2 in.	Wheel base, rigid	5 ft. 8 in.
Cylinders (3)	17 in. x 18 in.	Heating surface, tubes and flues	1,656 sq. ft.
Steam pressure	200 lb.	Heating surface, firebox	228 sq. ft.
Diameter of drivers	48 in.	Superheating surface	411 sq. ft.
Traction force	59,740 lb.	Grate area	48.5 sq. ft.
Driving wheel base	49 ft. 0 in.		

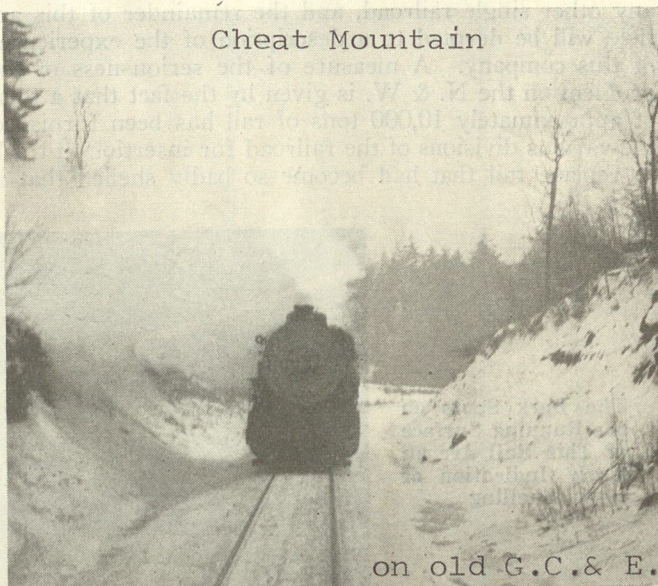
On the G.C. & E.



A Western Maryland Engine Terminal Never Seen by Autoists

Situated at an altitude of over 4,000 ft., this engine terminal at Spruce, W. Va., on the Western Maryland services helper locomotives required on grades leading to and from the bituminous coal territory which furnishes much of the railroad's tonnage—No highways lead to this small community; it is accessible only by rail.

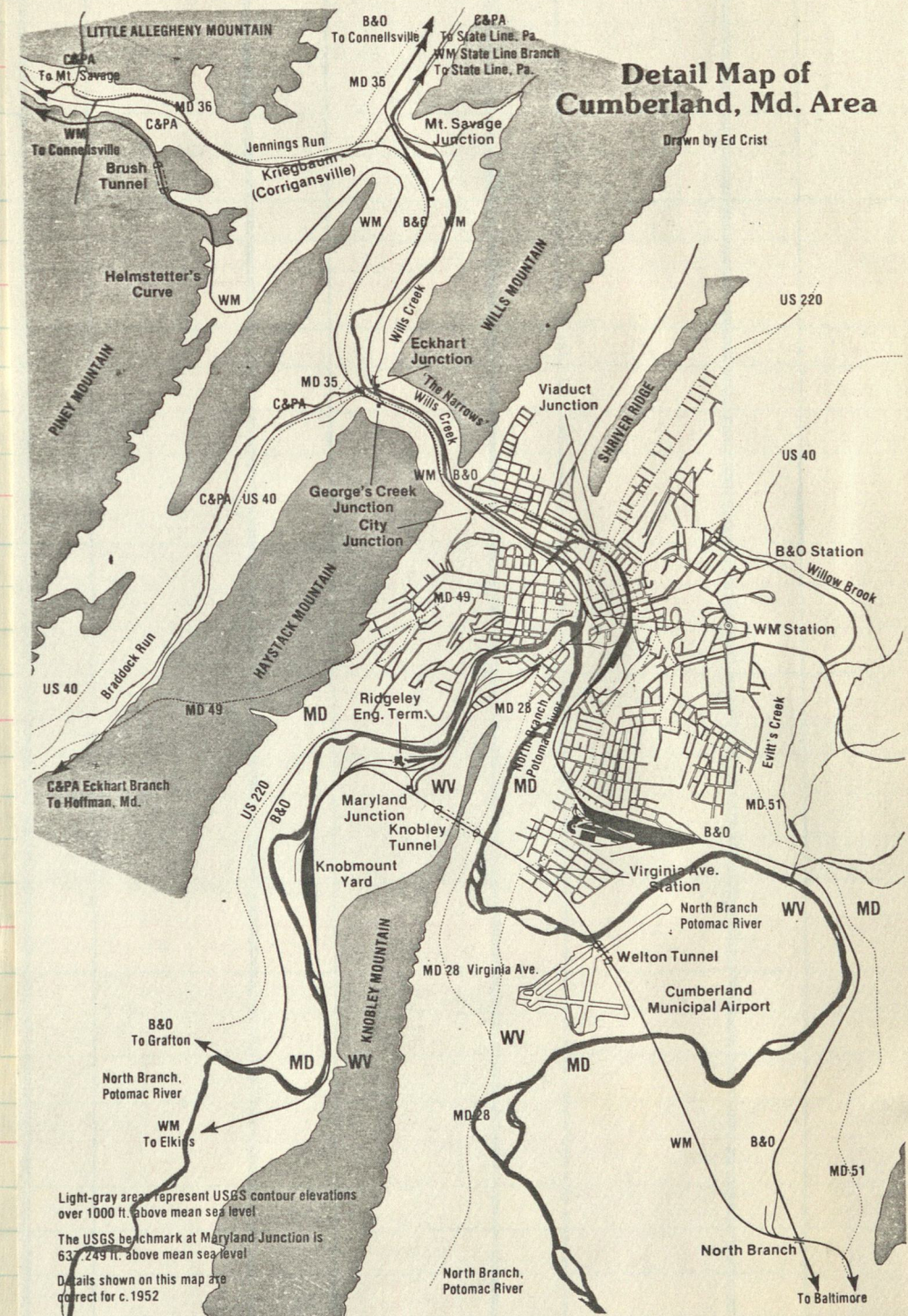
Cheat Mountain



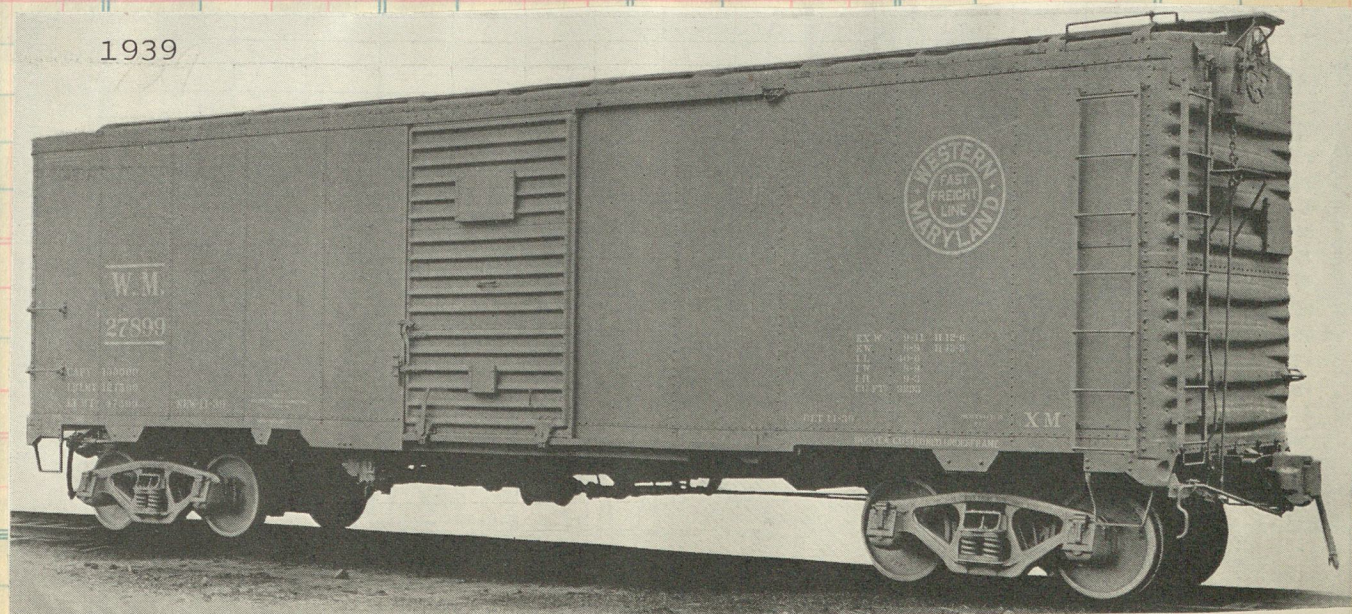
Elevation 4,400 Ft. on an Eastern Railroad

A helper locomotive on the Western Maryland after cutting off a train at the highest railroad crossing in the East—Elevation at this point is over 4,400 ft.

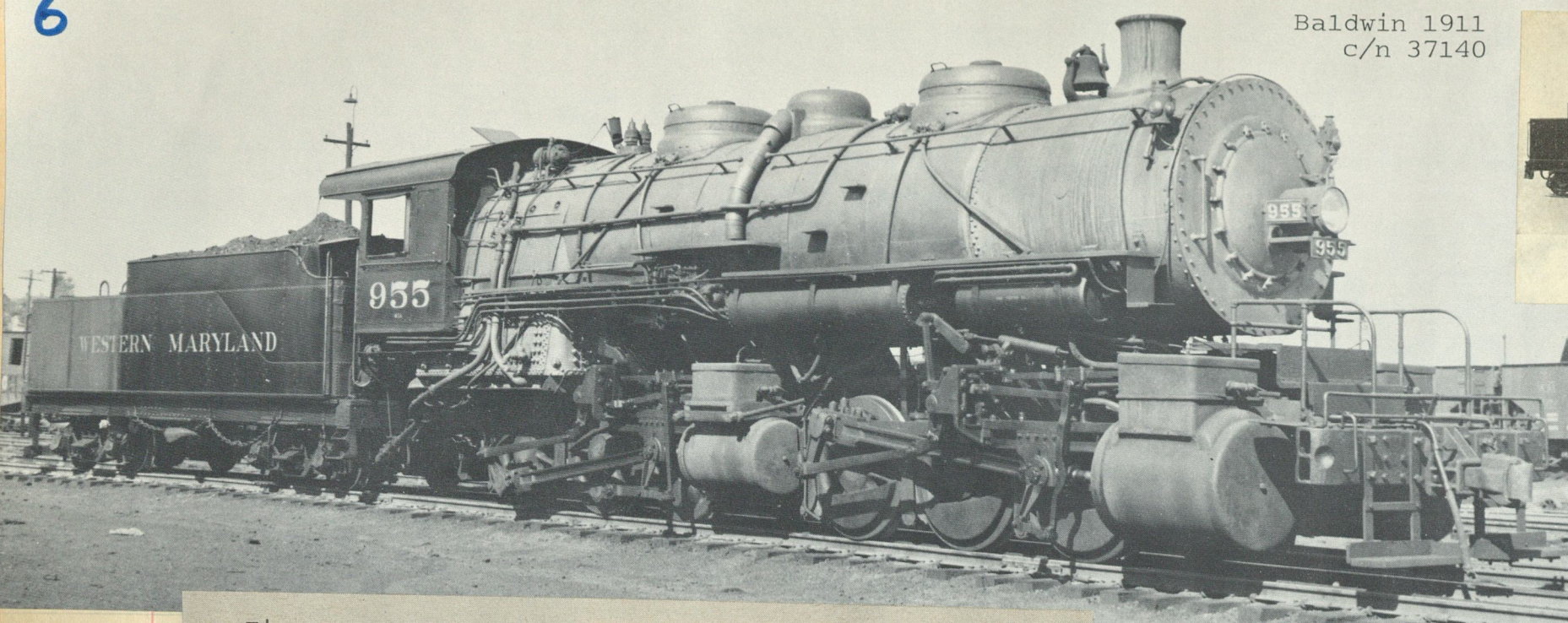
J. L. B., Caldwell, W. Va.—The Greenbrier, Cheat & Elk was organized in 1910 to conduct the railroad operations of the West Virginia Pulp & Paper Co. In 1914 it became a common carrier. It runs from Cheat Jct. to Bergoo, 74 miles; Bergoo to Webster Springs, Holly Jct. and Jonathan Mine, 18 miles. In 1927 it was leased by the Western Maryland, which now operates it.



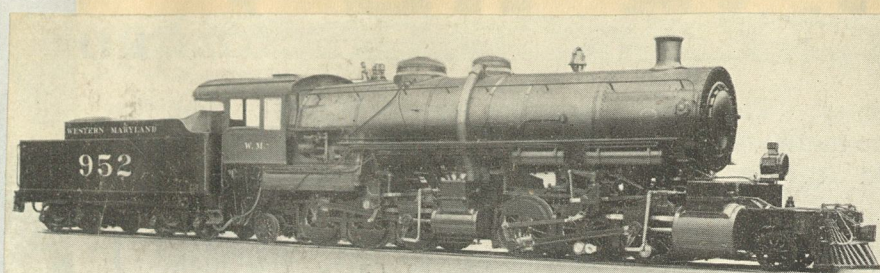
1939



One of an Order for 500 Fifty-Ton Box Cars Built for the Western Maryland by the Pressed Steel Car Co., Inc. The Light Weight Is 47,500 Lb.



Baldwin 1911
c/n 37140

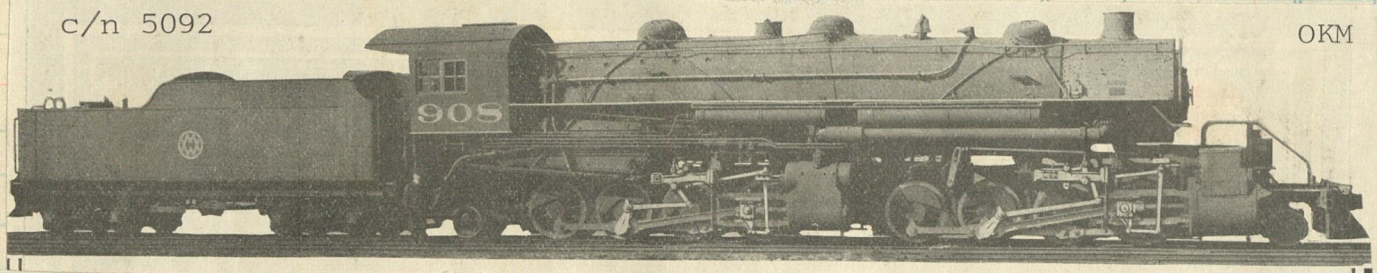


Mallet Articulated Compound Locomotive, Class M1, Built by The Baldwin Locomotive Works, 1909

Cylinders	23" & 35" x 32"
Drivers, diam.	55"
Steam pressure	200 lb.
Grate area	78 sq. ft.
Heating surface	5607 sq. ft.
Weight on drivers	298,100 lb.
" total engine	342,000 lb.
Tractive force (compound)	74,120 lb.

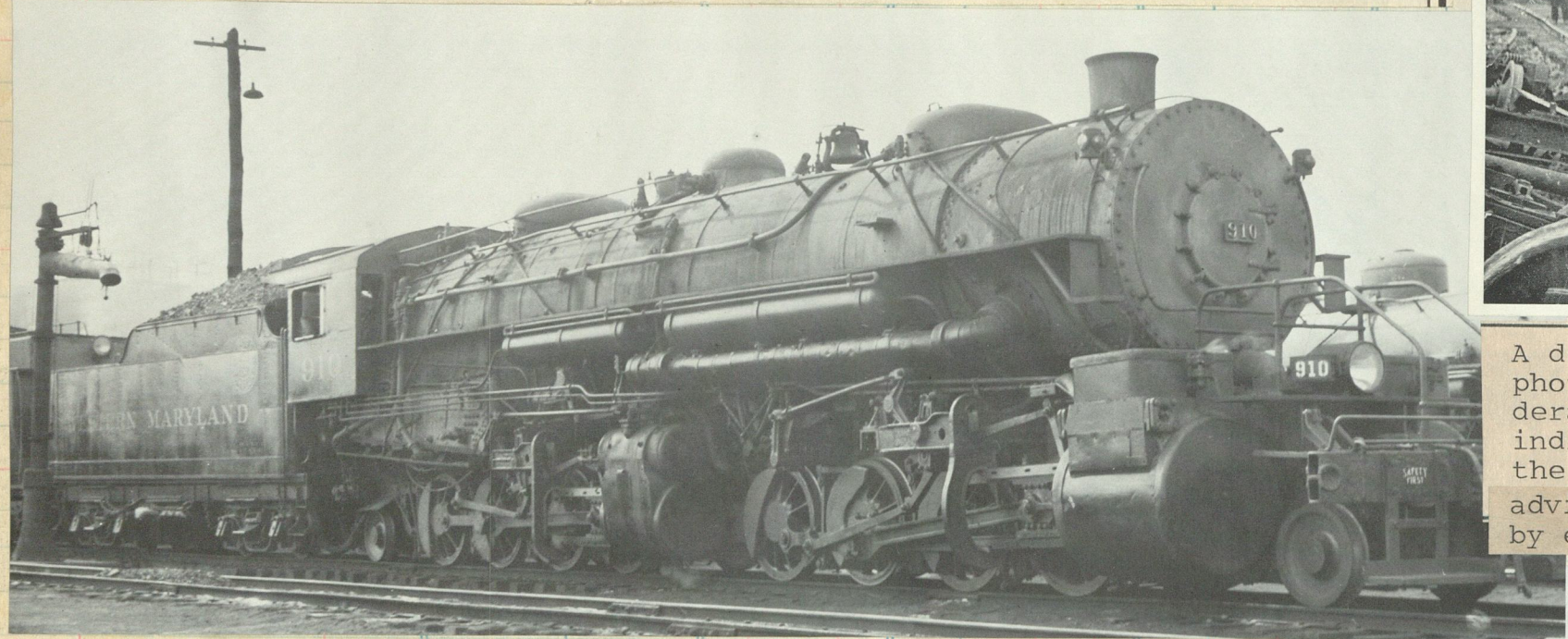
The first mallets on the Western Maryland
Two engines, nos 951 and 952. c/n 33514

Five, nos 955-959, built as 2-6-6-2's. Converted to 0-6-6-0's, as shown, between 1927-1931.



c/n 5092

OKM

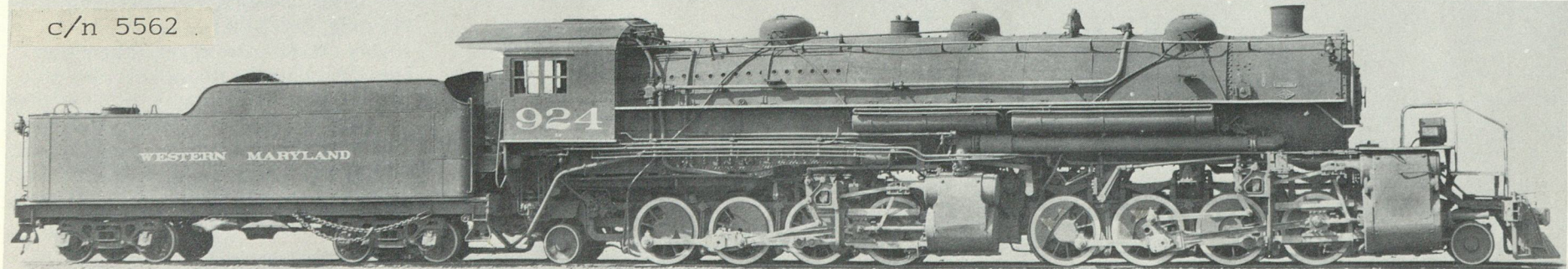
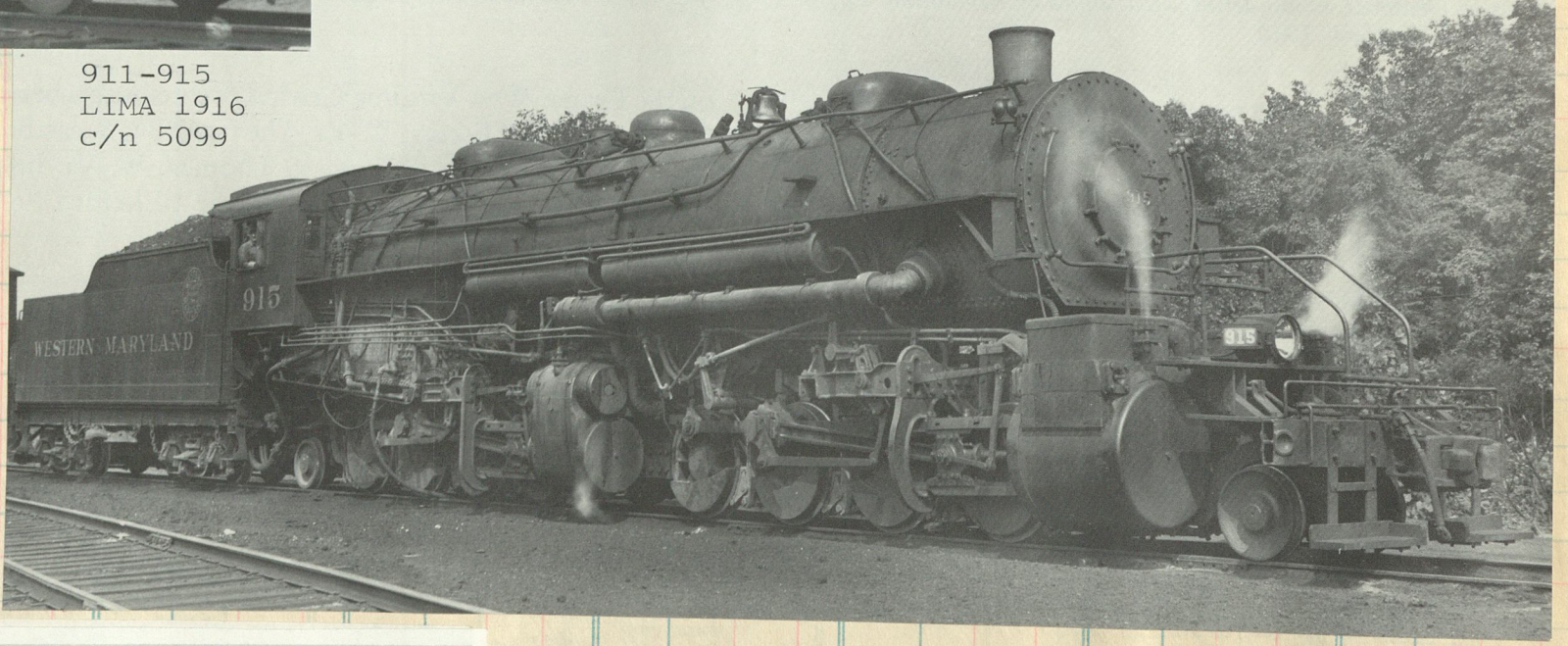


The initial 2-8-8-2's for the W. M. was ten delivered by LIMA in 1915
noed 901-910



A derailment at Chewsville, Md in May 1917. Close inspection of the photo fails to show any damage to the 913 that might have caused it to derail. The freight cars askew at the rear of the 913 would seem to indicate the train was a runaway. At this point the mallet rolled off the rails with the train piling up behind. [Addendum] Russ Wilcox advises that the original print carries a caption "derailment caused by excessive speed and poor track condition".

911-915
LIMA 1916
c/n 5099



c/n 5562

Fig. 101—Mallet Articulated (2-8-8-2) Compound Locomotive for Freight Service. Built for Western Maryland by the Lima Locomotive Works.

Gage	4 ft. 8 1/2 in.	Wheel Base, Driving	40 ft. 8 in.	Heating Surface, Superheater	1,310 sq. ft.
Cylinders	26 in. and 40 in. x 30 in.	Wheel Base, Total	56 ft. 8 in.	Grate Area	89.3 sq. ft.
Steam Pressure	210 lbs.	Heating Surface, Tubes	5,020 sq. ft.	Weight on Drivers	450,000 lbs.
Diam. of Drivers	52 in.	Heating Surface, Firebox	447 sq. ft.	Weight, Total	498,500 lbs.
Tractive Effort, Simple	121,000 lbs.	Heating Surface, Total	5,467 sq. ft.	Fuel	Soft coal

The third, and last, order covered ten engines. Nos 916 & 917 received in Dec 1917 and 918-925 in Jan-Apr 1918. Three were still in service in 1951.



An extra near Gettysburg
c 1918 foto by C C Badger

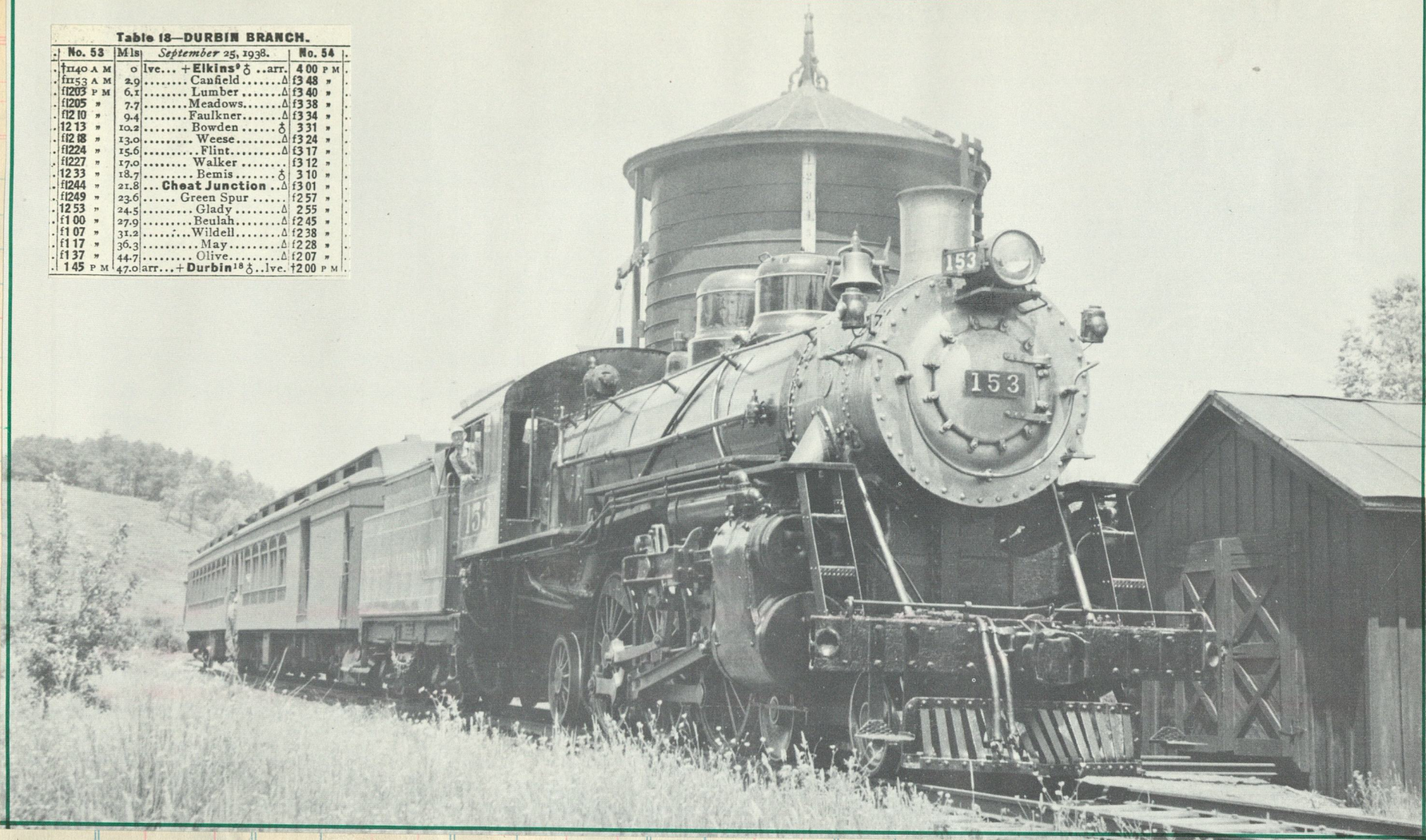


The most fascinating and interesting of all railroad facilities was the engine terminals, a site of almost continuous activity. This is the W. M.'s service point at Ridgeley on the outskirts of Cumberland.

SELLER
DATE
FORM DESTINATION Amt. Com. No.

Table 18—DURBIN BRANCH.

No. 53	Mile	September 25, 1938.	No. 54
11:40 A.M.	0	lve... + Elkins ² ..arr.	4:00 P.M.
11:53 A.M.	2.9	Canfield.....	13:48 "
12:03 P.M.	6.9	Lumber.....	13:40 "
12:05 "	7.7	Meadows.....	13:38 "
12:10 "	9.4	Faulkner.....	13:34 "
12:13 "	10.2	Bowden.....	13:31 "
12:18 "	13.0	Weese.....	13:24 "
12:24 "	15.6	Flint.....	13:17 "
12:27 "	17.0	Walker.....	13:12 "
12:33 "	18.7	Bemis.....	13:10 "
12:44 "	21.8	Chest Junction.....	13:01 "
12:49 "	23.6	Green Spur.....	12:57 "
12:53 "	24.5	Gladys.....	12:55 "
1:00 "	27.9	Beulah.....	12:45 "
1:07 "	31.9	Wildell.....	12:38 "
1:17 "	36.3	May.....	12:28 "
1:37 "	44.7	Olive.....	12:07 "
1:45 P.M.	47.0	arr... + Durbin ¹⁸ ..lve.	12:00 P.M.



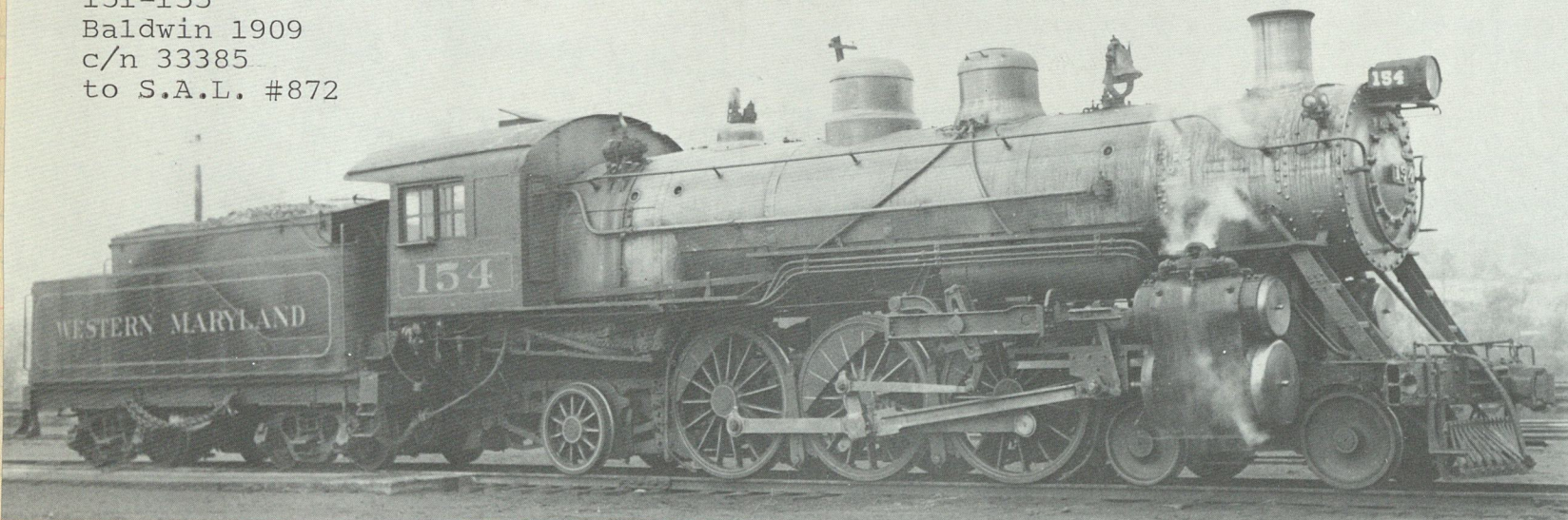
No. Sold Amount Nos. No. Sold Amount

All ten engines, 151-160,
sold to Seaboard Air Line
in 1943 and noed S.A.L.
871-880.

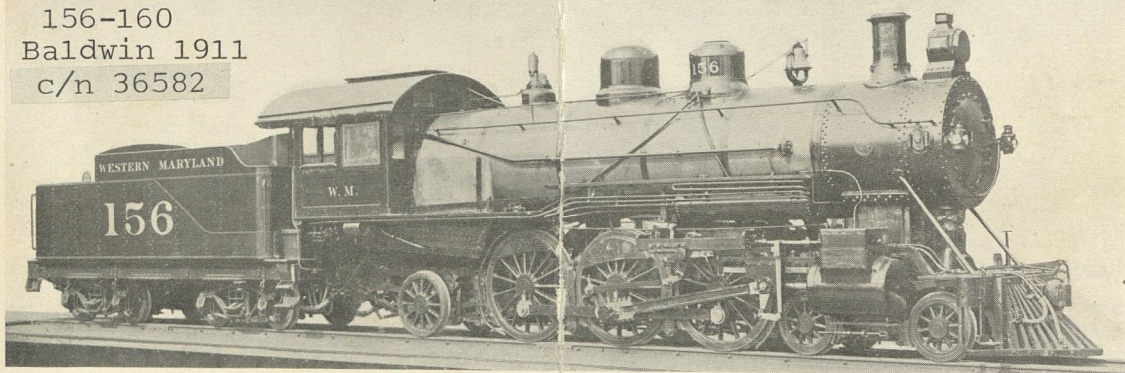
#153 became SAL #879

A pair of priceless wooden cars, a combo and coach, make up the consist of Trn #53 as it makes a stop at the Okley Tank. This branch was built as the Coal & Iron RR and completed in 1903

151-155
Baldwin 1909
c/n 33385
to S.A.L. #872

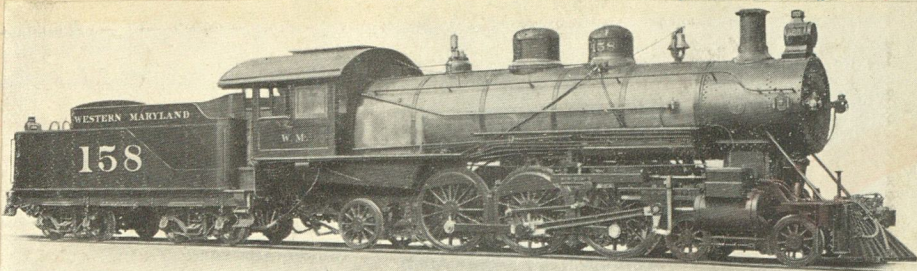


156-160
Baldwin 1911
c/n 36582



to SAL #874 PACIFIC TYPE PASSENGER LOCOMOTIVE—WESTERN MARYLAND RY.
Vanadium Steel Tires on this Engine Show 161% Increased Mileage per 1/4 in. Wear.

OKM

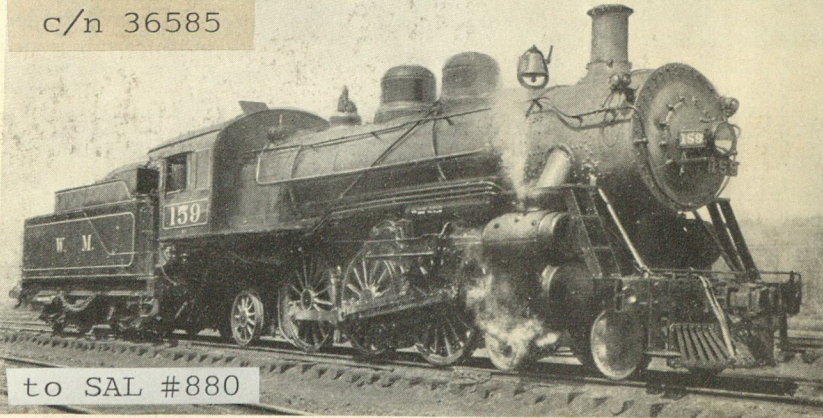


Cylinders 22" x 28"
Drivers, diam. 68"
Steam pressure 200 lb.
Grate area 46.9 sq. ft.
Heating surface 3384 sq. ft.
Weight on drivers 122,600 lb.
" total engine 190,000 lb.
Tractive force 33,900 lb.

to SAL #876

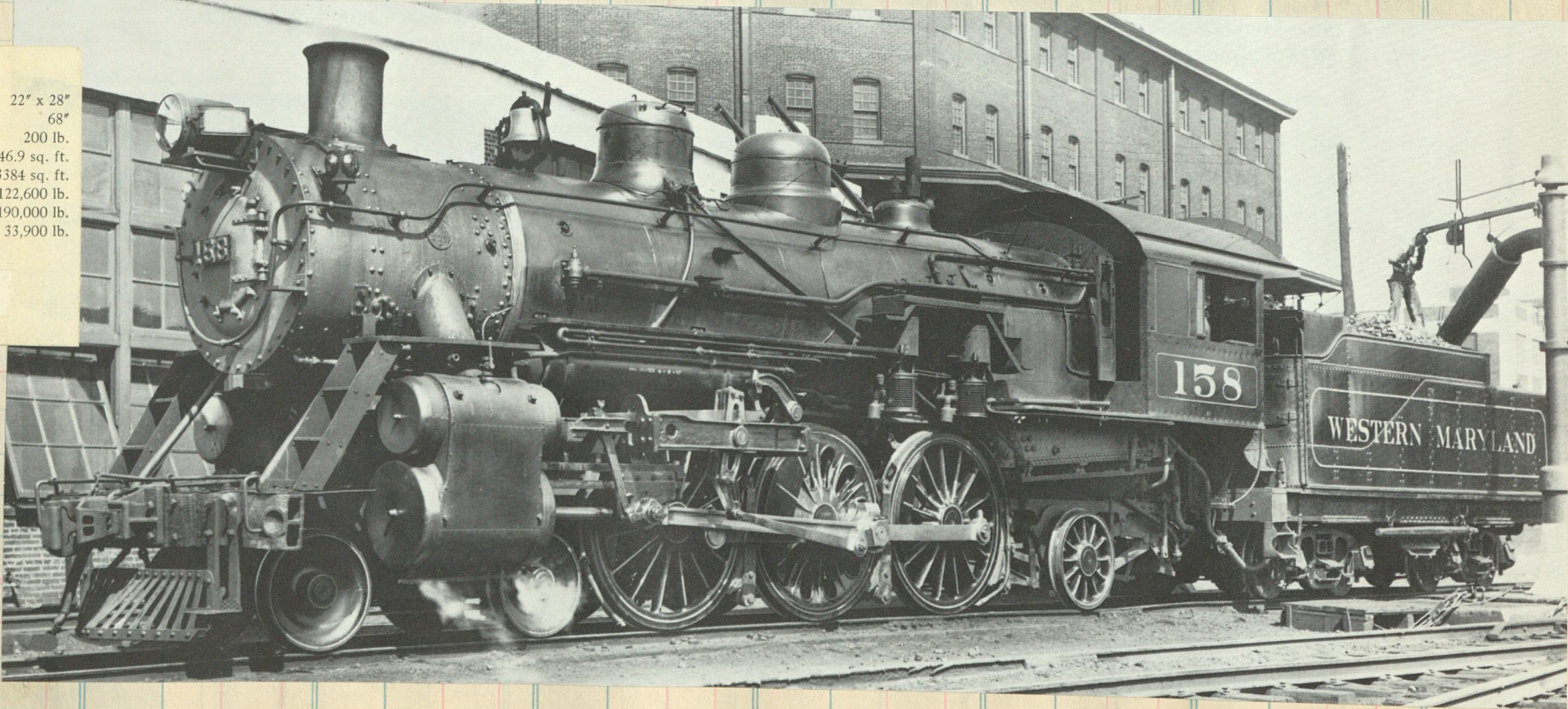
Pacific Type Locomotive, Class K1, Built by The Baldwin Locomotive Works, 1911

c/n 36585



to SAL #880

A Class K1 Locomotive as Rebuilt with 23" Cylinders, Piston Valves and Superheater
The tractive force of this locomotive is 37,000 lb.



Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

c/n 38075

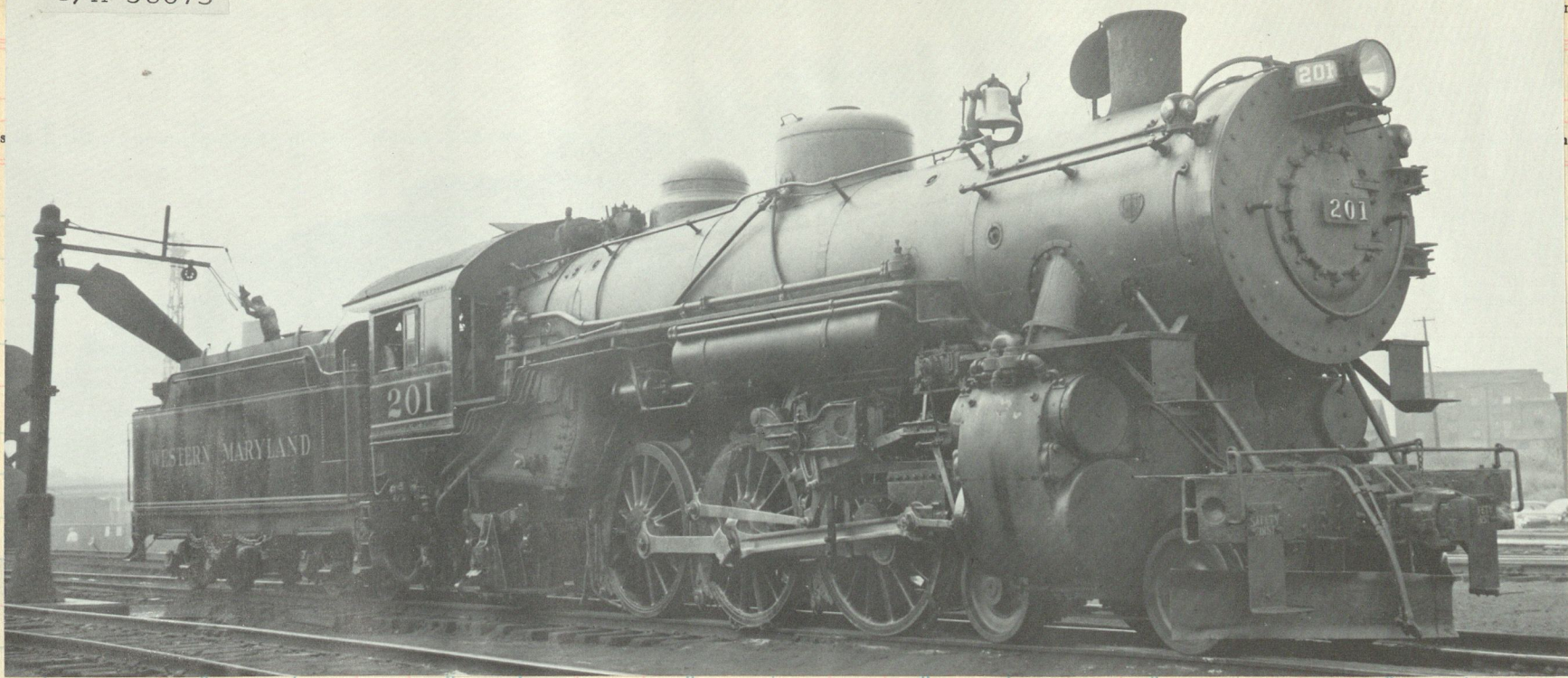
1 bks. (Eureka 4423)
nted in U. S. A.

CUT HERE
To Make
Short Sheet

9

Clos. No. Sold Amount Clos. No. Sold Amount Clos.

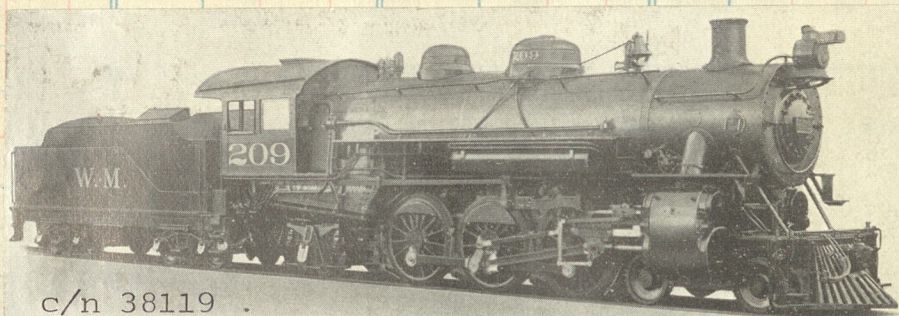
ount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount



In 1912 Baldwin delivered nine handsome, stalwart Pacifics noed 201-209. They proved to be the last passenger engines ordered by the W. M. but they were reliable and served the company faithfully for fourty years.

Four K-2's converted to oil in 1947 to reduce smoke problems in tunnels and comply with Baltimore anti-smoke ordinances, it generally was used east of Hagerstown.

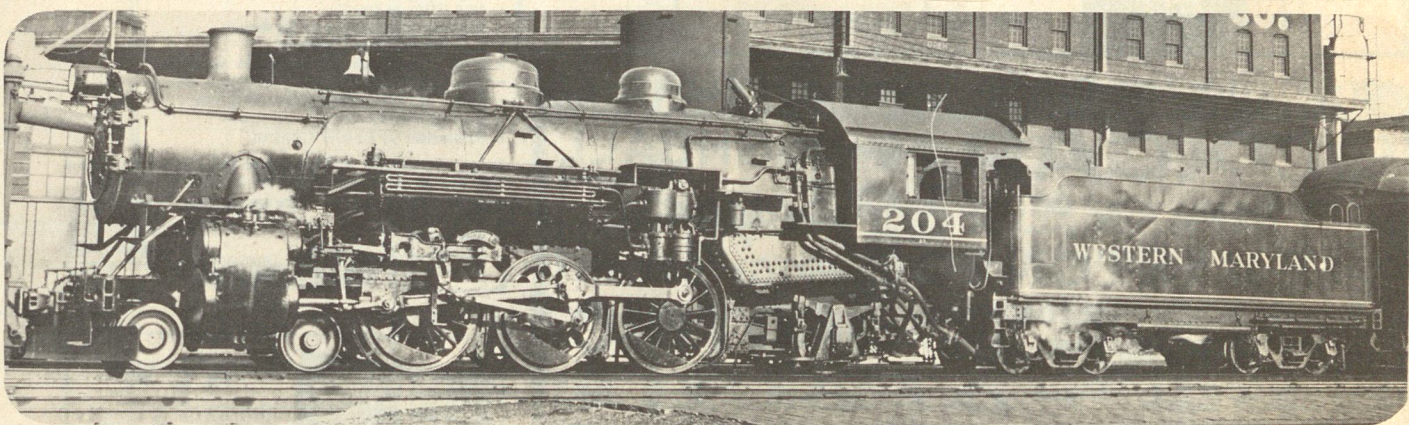
(201, 202, 204, 206 oil burners)



c/n 38119

Pacific Type Locomotive, Class K2, Built by The Baldwin Locomotive Works, 1912

Cylinders	24" x 28"
Drivers, diam.	69"
Steam pressure	200 lb.
Grate area	61.8 sq. ft.
Water heating surface	3521 sq. ft.
Superheating surface	755 sq. ft.
Weight on drivers	160,500 lb.
" total engine	254,300 lb.
Tractive force	39,700 lb.



Robert F. Collins

The 209 chuckles past Maryland Jct "MY" tower [Cumberland] and heads east for Baltimore with Trn #2. Track straight ahead curves to the left to Knobmount Yard and Elkins.

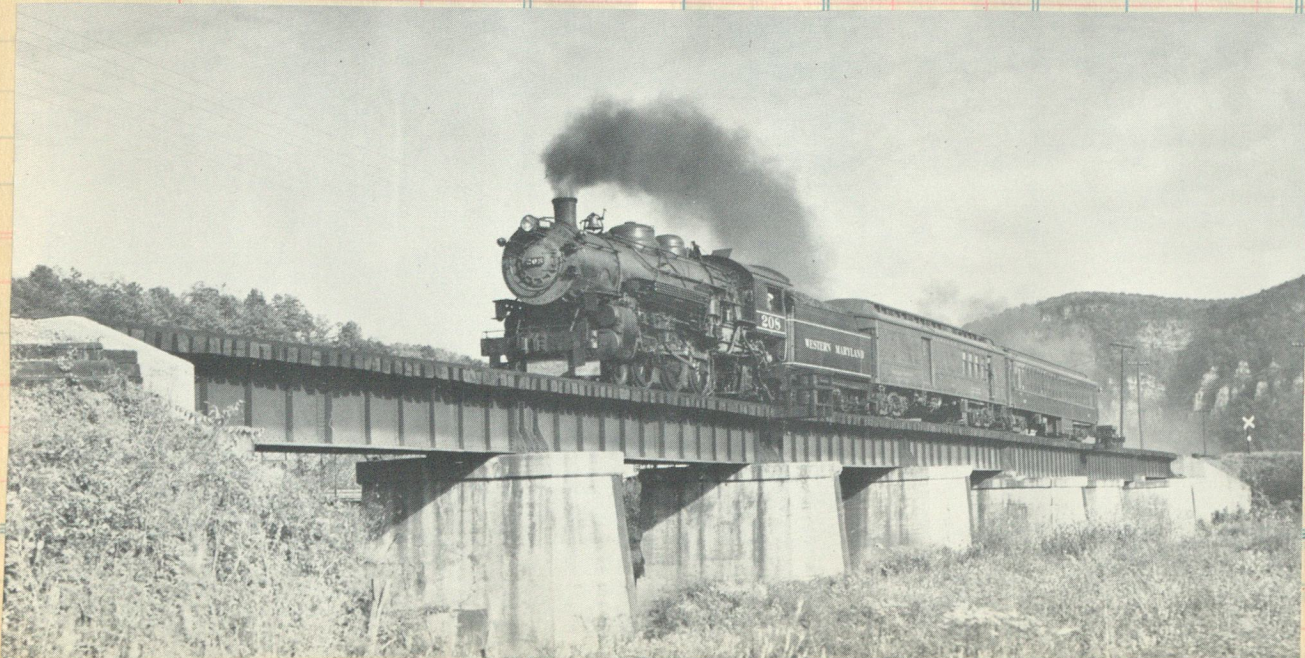


Within an hour of its destination No. 5 climbs into the Blue Ridge west of Thurmont on its afternoon run from Baltimore to Hagerstown. Pacific No. 204, sporting a spread eagle over its headlight, once helped to

forward a double-daily Baltimore-Chicago limited service — "electric-lighted trains, with Pullman observation cafe cars, steel sleeping cars and vestibuled coaches." New York Central and Erie were on route.



The 205 leads a Directors Special west with standard Pullmans and office cars. The occasion is the 1952 Centennial, and the special party is enroute to Cumberland for a civic celebration.



Trn #9 streaks across the Potomac at Pinto

SCENIC SHORT LINE

IN CONNECTION WITH THE

New York Central Lines and Erie Railroad

Two Trains in Each Direction Daily

Leave..BALTIMORE.....	10 40 a.m.	9 00 p.m.	Leave..CHICAGO.....	8 25 a.m.	8 15 p.m.
Leave..HAGERSTOWN.....	1 40 p.m.	12 52 n'ht.	Leave..DETROIT.....	11 55 a.m.	11 00 p.m.
Leave..CUMBERLAND.....	4 05 p.m.	3 23 a.m.	Leave..TOLEDO.....	1 40 p.m.	1 35 a.m.
Arrive..PITTSBURGH.....	8 25 p.m.	7 50 a.m.	Leave..CLEVELAND.....	6 15 p.m.	5 25 a.m.
Arrive..YOUNGSTOWN.....	10 45 p.m.	9 45 a.m.	Leave..YOUNGSTOWN.....	8 05 p.m.	7 20 a.m.
Arrive..CLEVELAND.....	12 30 n'ht.	11 30 a.m.	Leave..PITTSBURGH.....	9 50 p.m.	9 10 a.m.
Arrive..TOLEDO.....	2 15 a.m.	2 05 p.m.	Arrive..CUMBERLAND.....	2 05 a.m.	1 30 p.m.
Arrive..DETROIT.....	7 05 a.m.	4 00 p.m.	Arrive..HAGERSTOWN.....	4 27 a.m.	8 45 p.m.
Arrive..CHICAGO.....	8 10 a.m.	9 00 p.m.	Arrive..BALTIMORE.....	8 10 a.m.	6 46 p.m.

Electric-Lighted Trains, with Pullman Observation Cafe Cars, Steel Sleeping Cars and Vestibuled Coaches.

Western Maryland Ry—Baltimore and Connellsville.

New York Central Lines (P. & L. E. R.R.)—Connellsville and Youngstown.

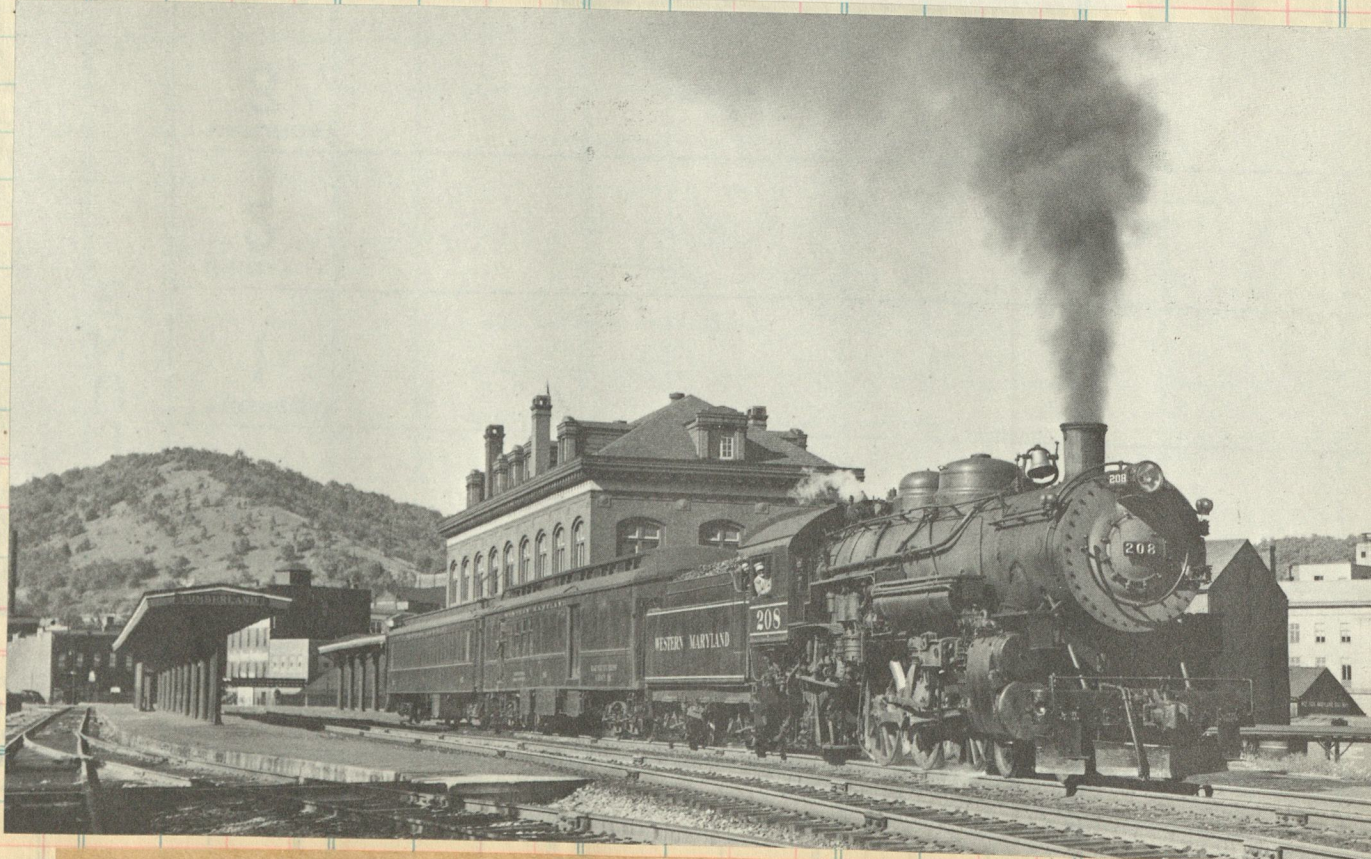
Erie Railroad—Youngstown and Cleveland.

New York Central Railroad—Cleveland and Chicago.

• July 1916 •



Rolling over the Potomac near Green Ridge, Md.



Trn #9 getting under way at Cumberland on the 112 mile run down to Elkins.

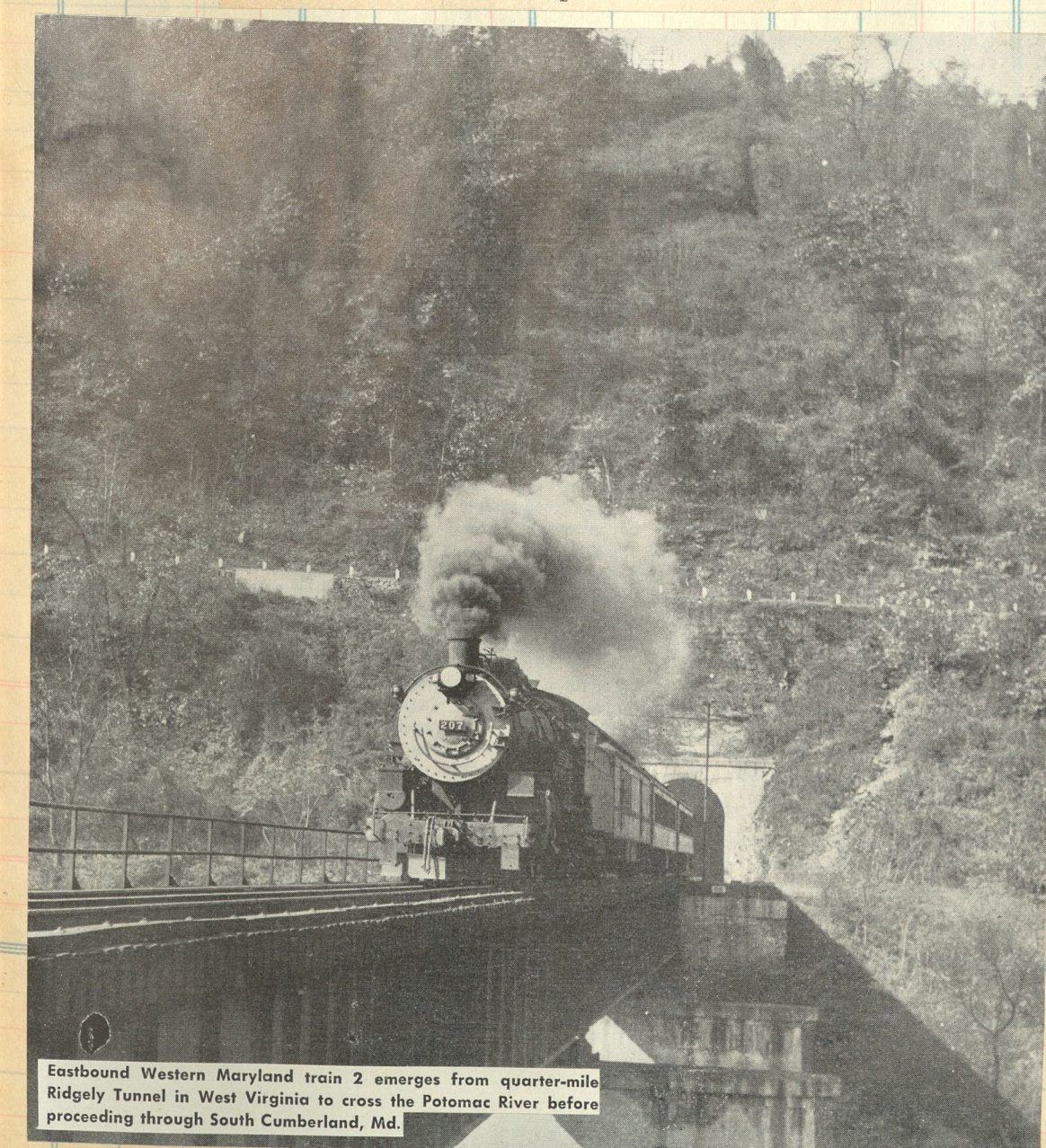


ABOVE: The 209 heads Train 9 through George's Creek Junction in the narrows, bound not for Connellsville, but Elkins. Its presence here is occasioned by a derailment on the B&O at Rawlings, Md., 12 miles out of Cumberland, which blocked the parallel WM tracks. Consequently No. 9 went by way of Frostburg, thence over the C&P to Westernport where it resumed its normal route. The September 17, 1951, detour required, among other things, backing through the crossover here and running against the current of traffic to facilitate the switchover to the C&P at Frostburg.



Trn #3 at track speed near Jerome

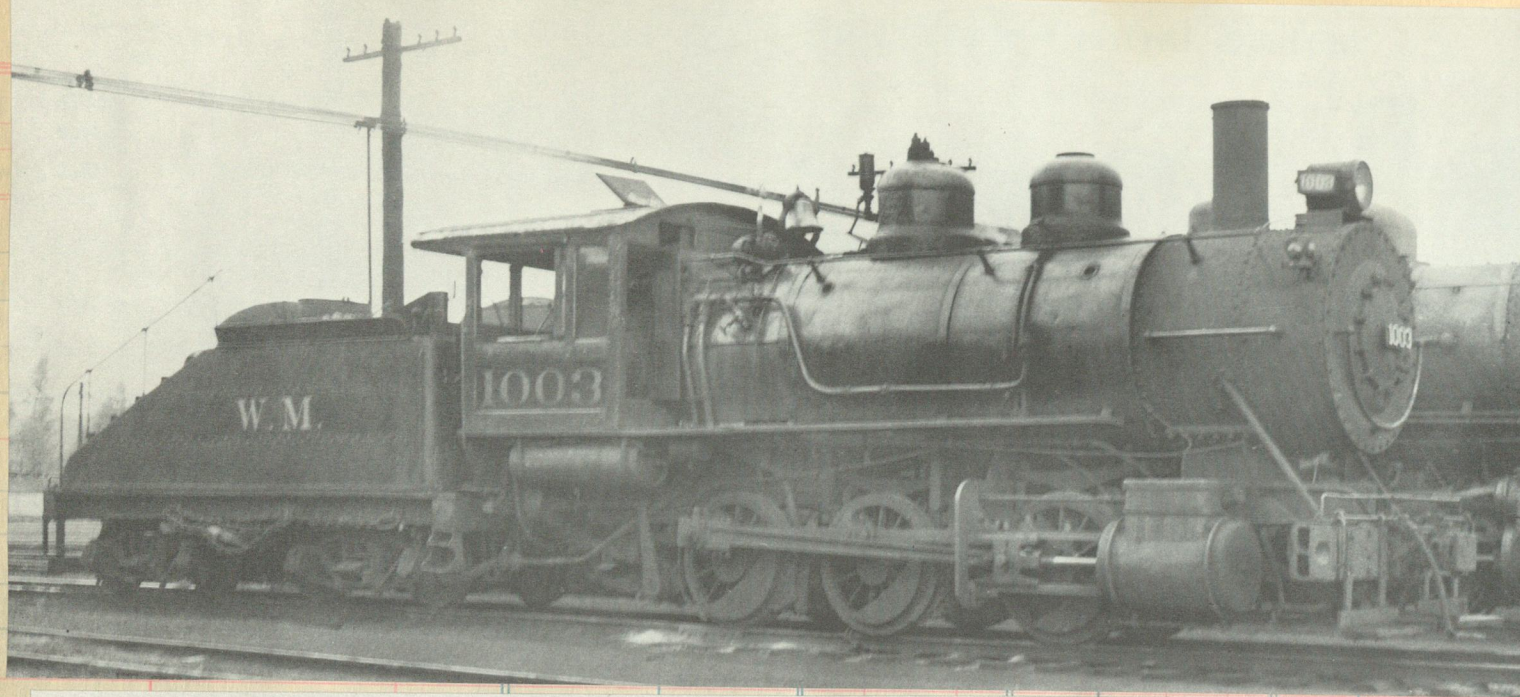
ROUND-TRIP SUNDAY EXCURSION FARES			
FOR TRAVEL IN AIR CONDITIONED COACHES			(1938)
FROM BALTIMORE TO			
THURMONT, MD.....	\$1.45	HIGHFIELD, MD.....	\$1.70
SANATORIUM, MD.....	1.65	BUENA VISTA, MD.....	
or		PEN MAR, MD.....	2.00
BLUE RIDGE, PA.....		HAGERSTOWN, MD....	
ALSO LOW ROUND TRIP FARES TO INTERMEDIATE POINTS			



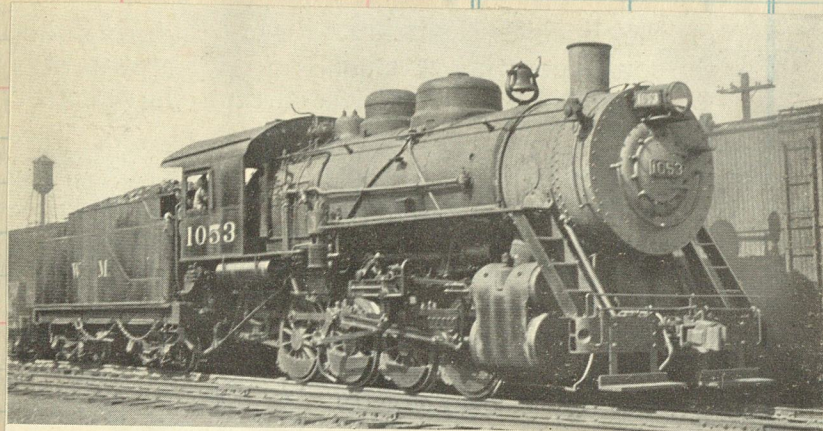
Eastbound Western Maryland train 2 emerges from quarter-mile Ridgely Tunnel in West Virginia to cross the Potomac River before proceeding through South Cumberland, Md.



Scamperin' home! Trn #3 is on the final approach to her Cumberland terminal.



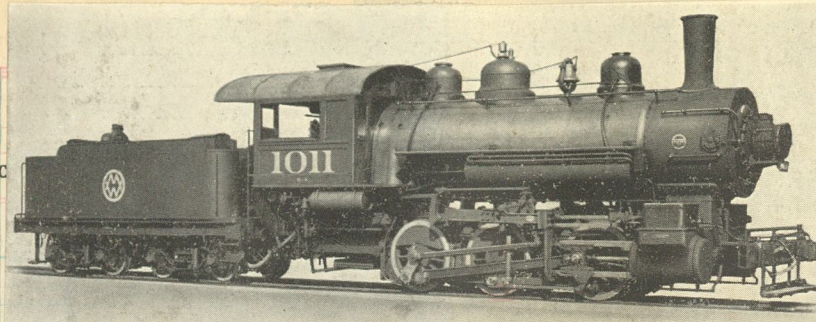
The 1003 was delivered by Baldwin to the W.V.C. & P. in 1905 as #23. Worked for the G.C. & E. 1929-1932 as #103. Sold to Preston Railroad in 1945



Eight-coupled Locomotive, Class C1-a, Rebuilt from a Class H7 Consolidation Type Locomotive

Org #607 Baldwin 1907
Rebuilt 1927

Cylinders	27" x 30"
Drivers, diam.	57"
Steam pressure	200 lb.
Grate area	52.5 sq. ft.
Heating surface	3045 sq. ft.
Weight, total engine	221,000 lb.
Tractive force	65,200 lb.



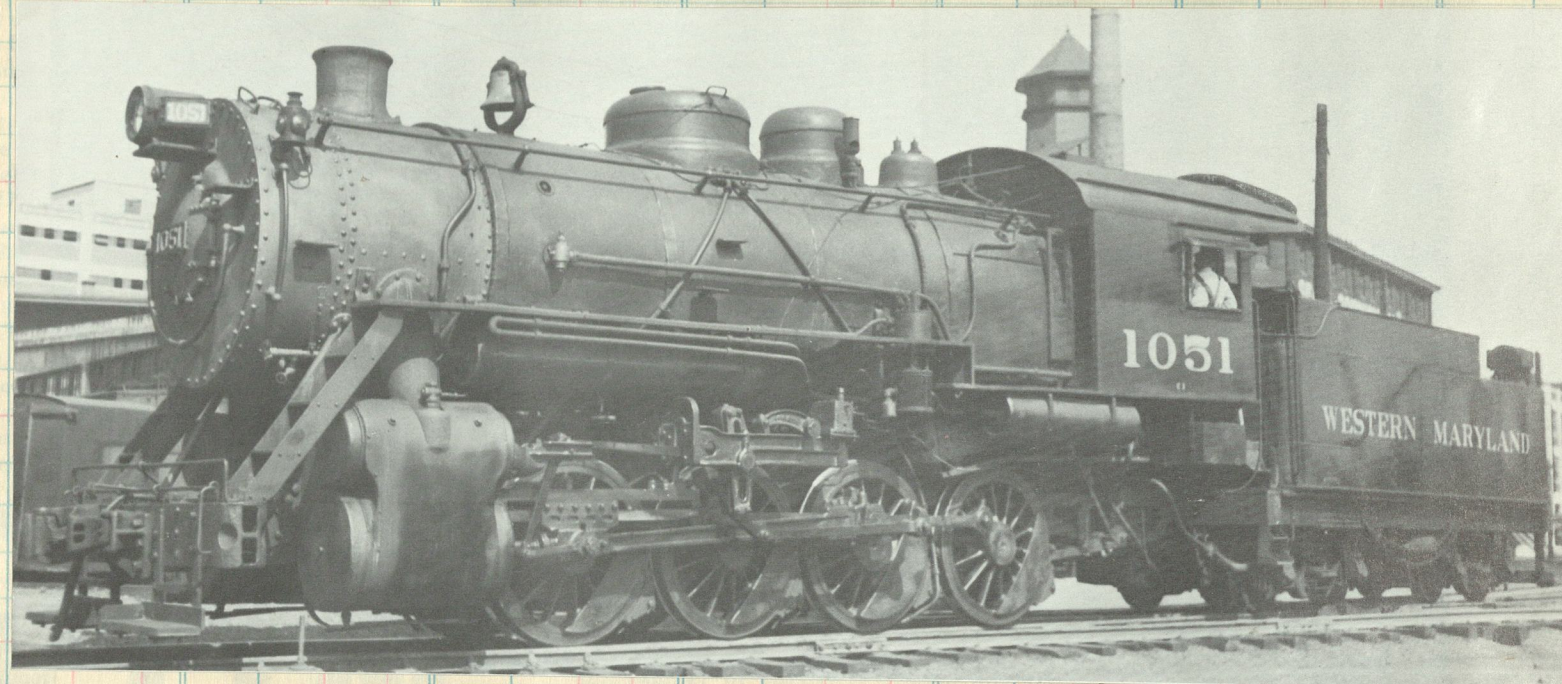
Six-coupled Switching Locomotive, Class B3, Built by The Baldwin Locomotive Works, 1914

1009-1013 All sold to the
Conemaugh & Black Lick 1946

Cylinders	21" x 28"
Drivers, diam.	51"
Steam pressure	200 lb.
Grate area	32.7 sq. ft.
Heating surface	2607 sq. ft.
Weight, total engine	164,700 lb.
Tractive force	41,200 lb.

c/n 41099

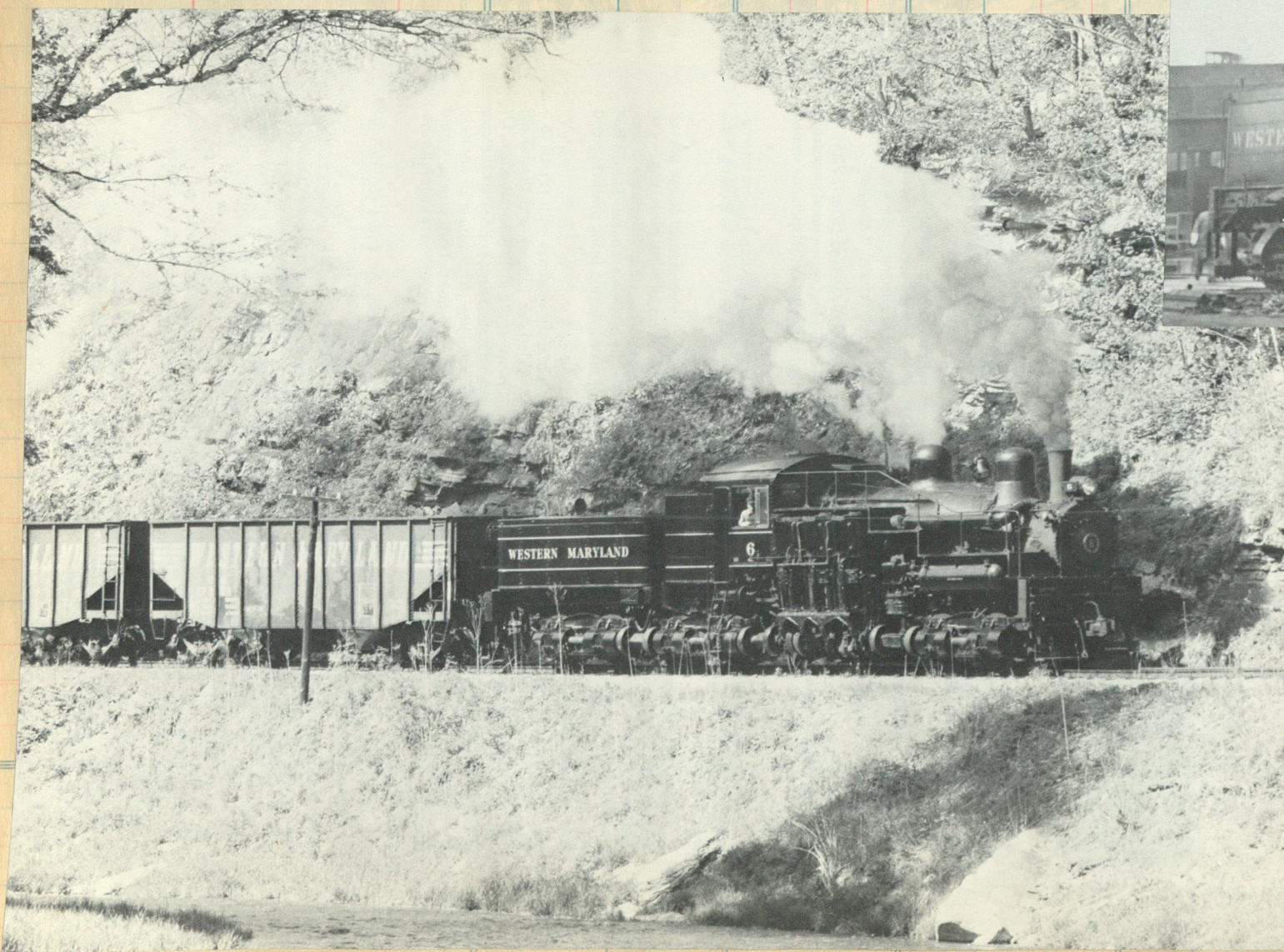
Loc. No.	Sold	Amount
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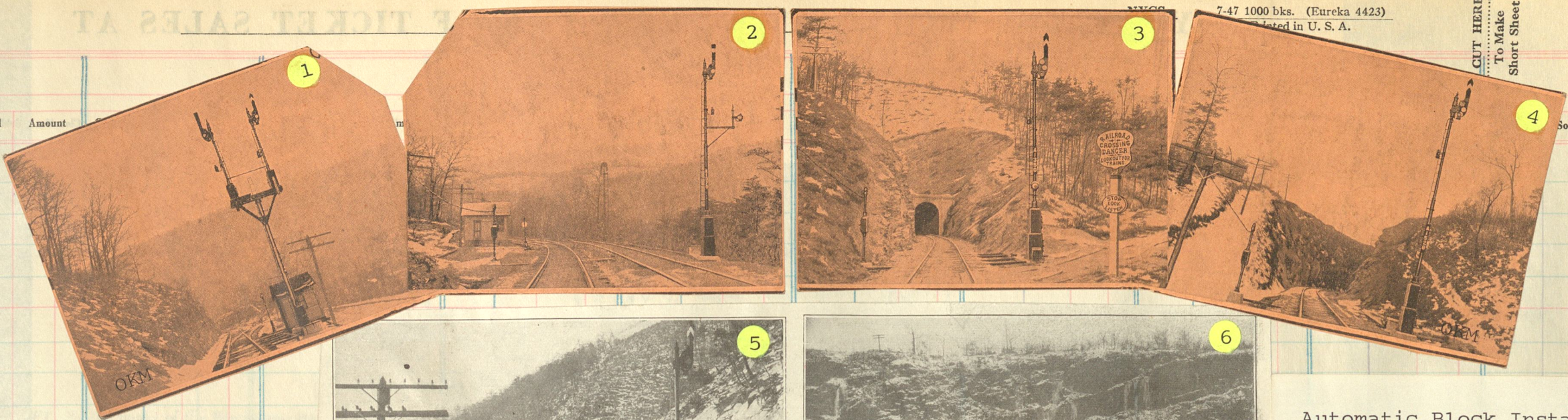
Former 2-8-0 #602 blt by Baldwin 1906. Rebuilt, as shown, in 1926. The first of fourteen similiar rebuilds noed 1051-1053, 1061-1073.



Four truck Shay, org G.C. & E. #14, to W.M. #5 in 1932
Built by LIMA, c/n 2248, in 1910.



Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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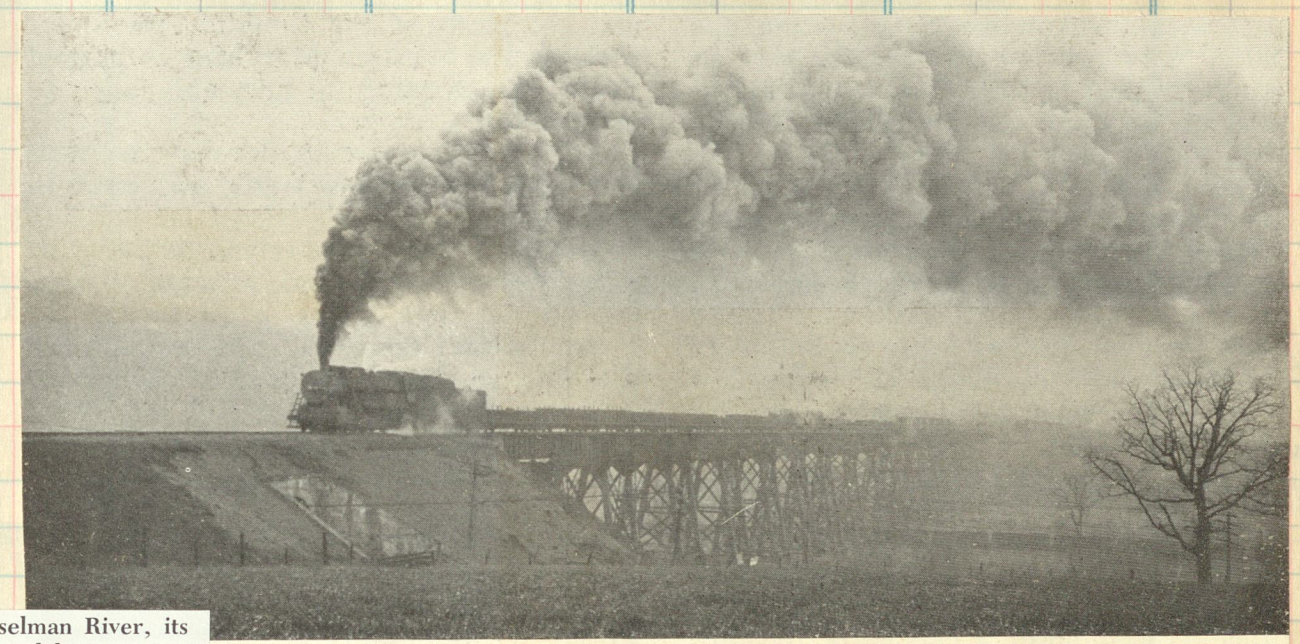
Automatic Block Installed in 1914
Locations:
(1) Unidentified
(2) Sig A 137.6 Jerome
(3) Sig A 136.0 Stickpile Tunnel
(4) Sig A 152.6 Spring Gap
(5) Sig A 128.8 Indigo Tunnel
(6) East end Knobley Tunnel
Inform supplied by Russ Wilcox.
Lutherville, Md.

Intermediate Signal at Entrance to Tunnel

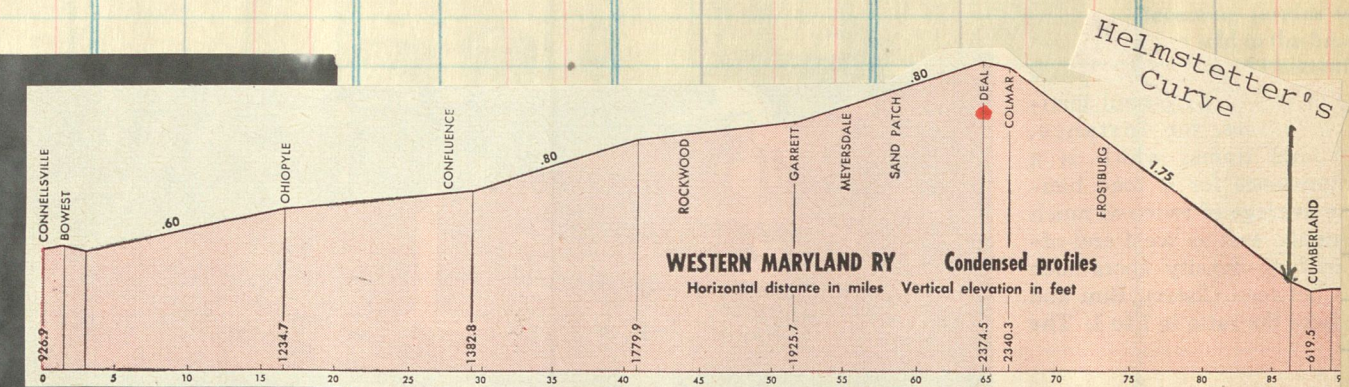
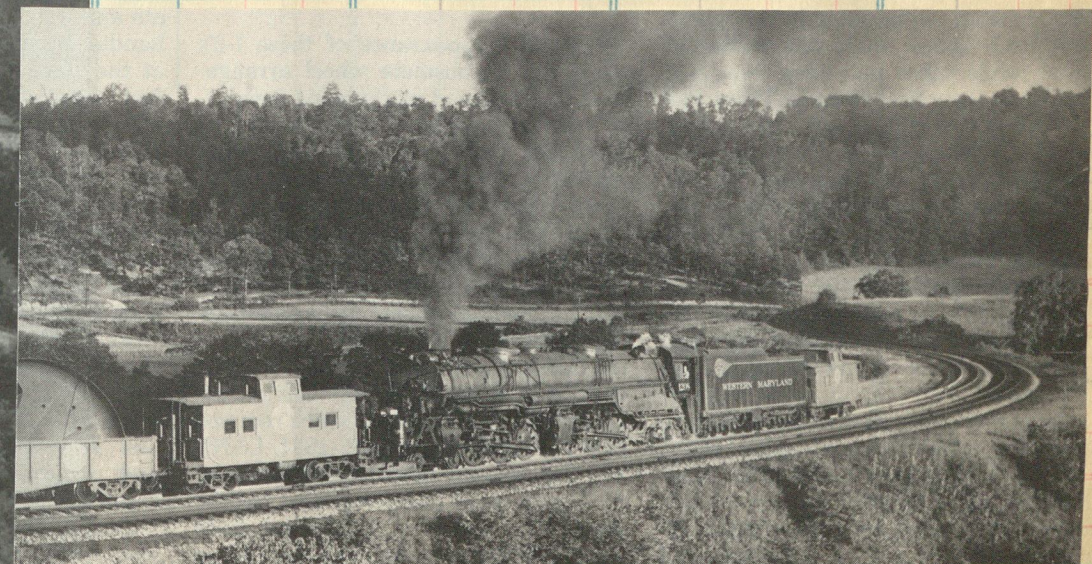
A Five-hundred-foot Wire Span OKM



Salisbury Viaduct, spanning the Casselman River, its valley, and the B&O main line near Meyersdale, is a structure both photogenic and impressive.



A Misty Morning in the Alleghenies
An eastbound freight, on the Connellsville-Cumberland run, crossing Salisbury Viaduct. The grade is 0.8 per cent.



The 1126 leads 70 cars around Helmstetter's Curve with a boost from the 1208.

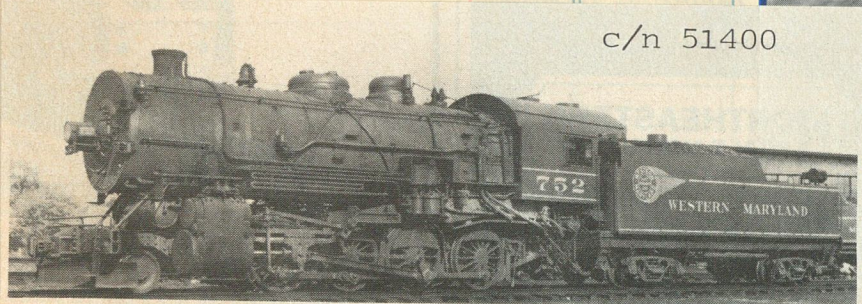
SELLER
DATE
FORM DESTINATION Amt. Com. No.

Sold Amount Clos. No. Sold Am
os. No. Sold A



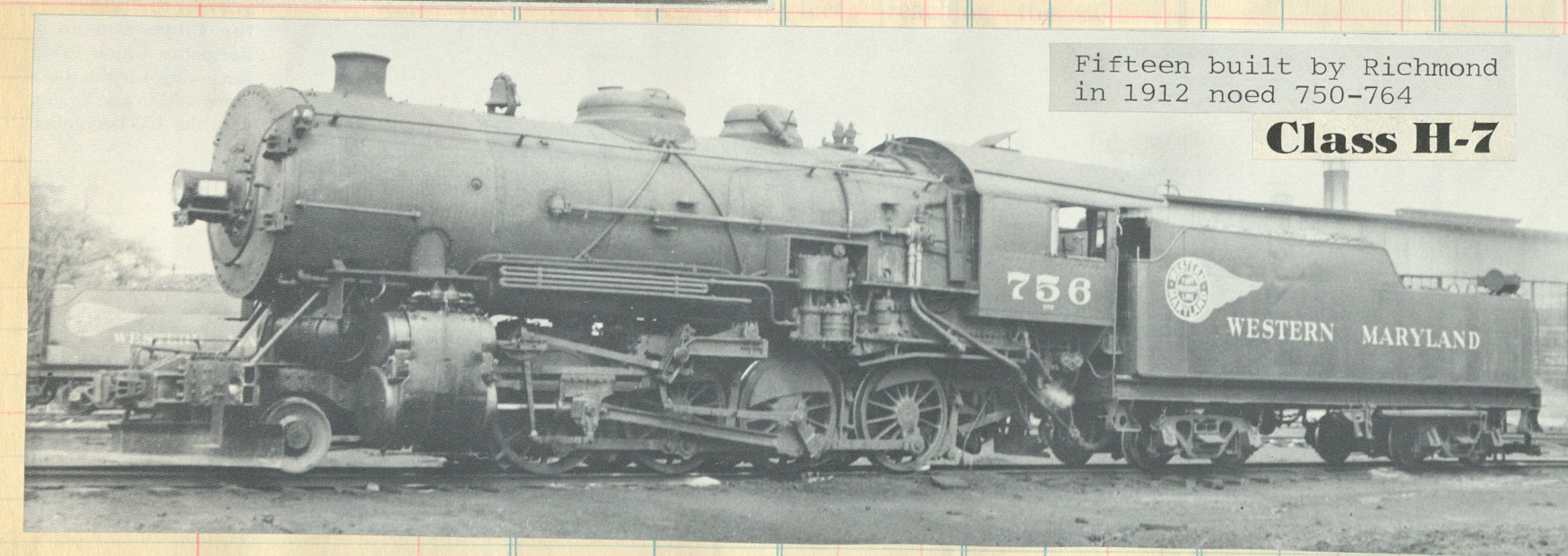
c/n 51400

No effort is required in going down hill! The 763 swings along with a mixed consist thru Douglas.



Fifteen built by Richmond
in 1912 noed 750-764

Class H-7

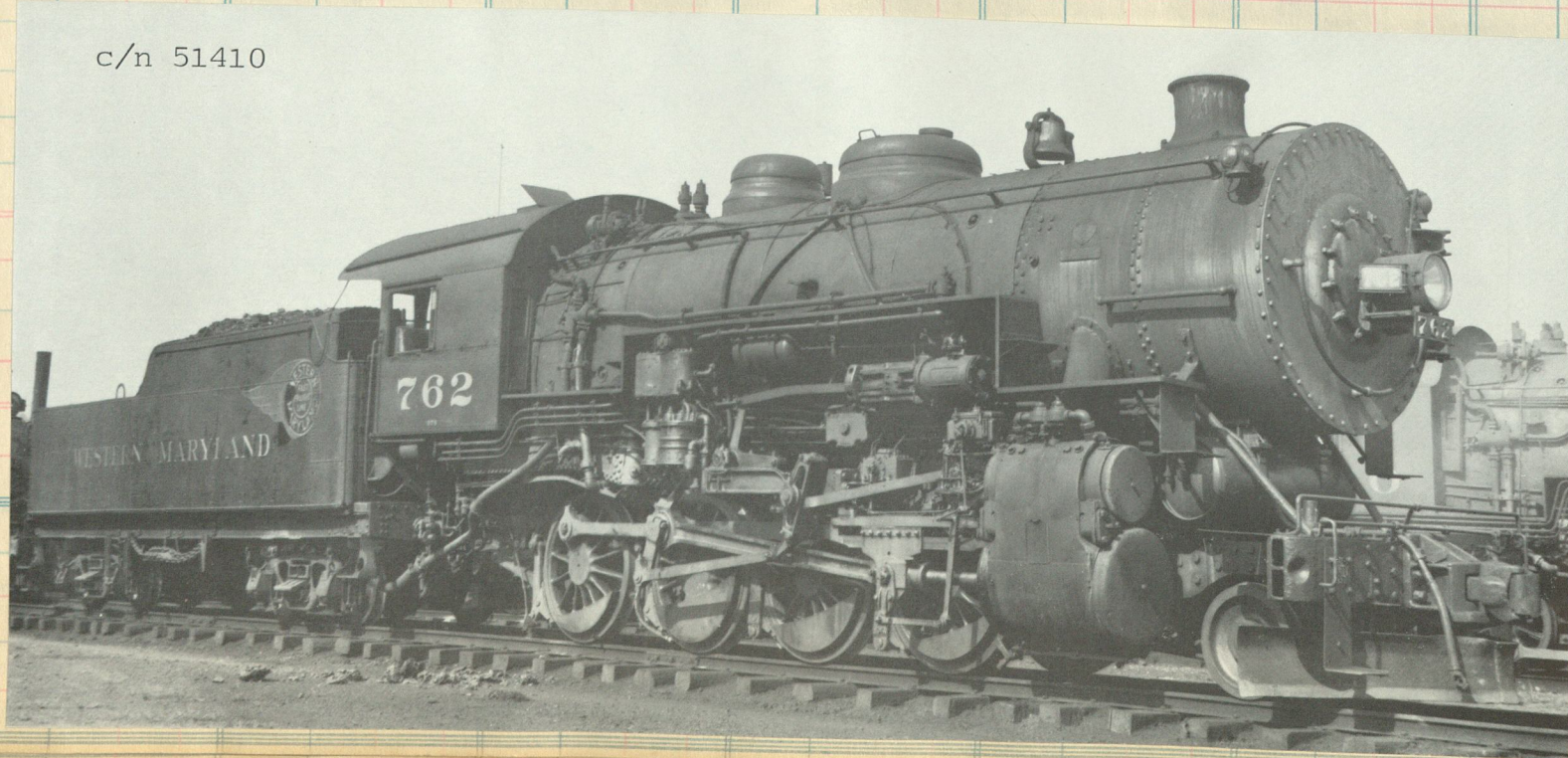


#761 with the Hagerstown-Cumberland local.

H-7b 763 smokes along with westbound tonnage
near Gorman

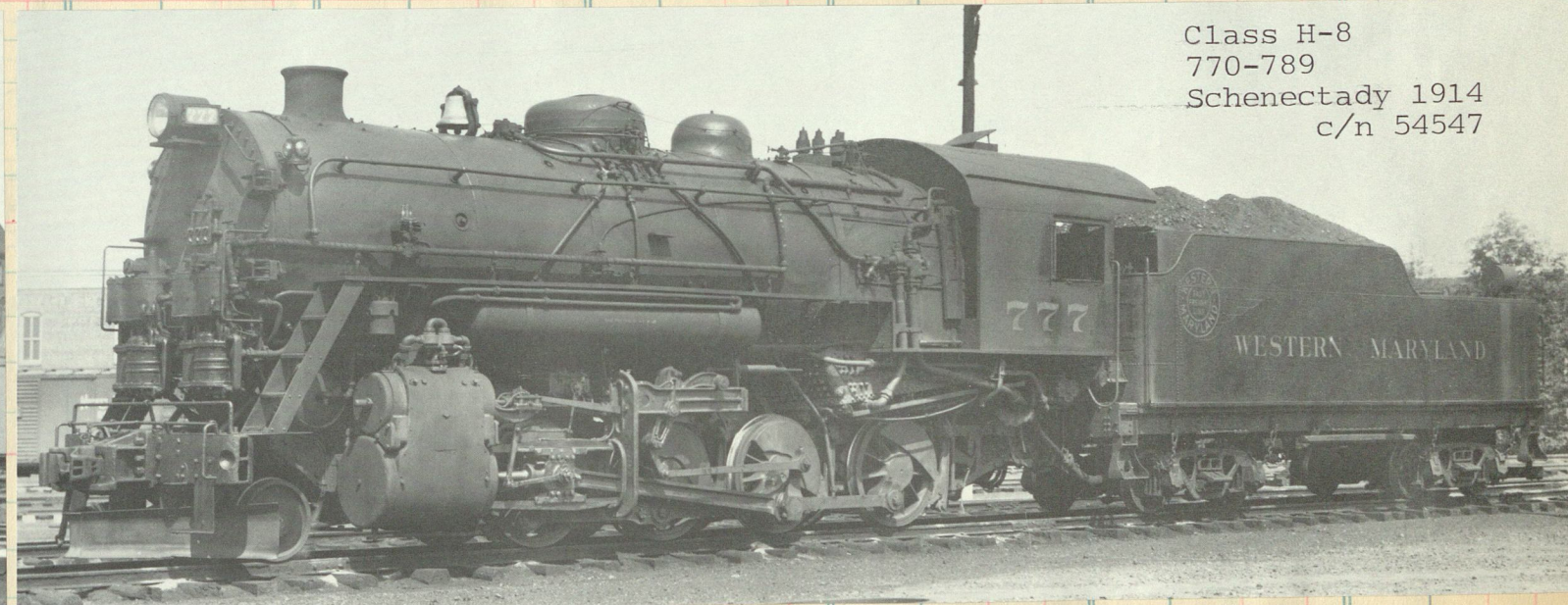
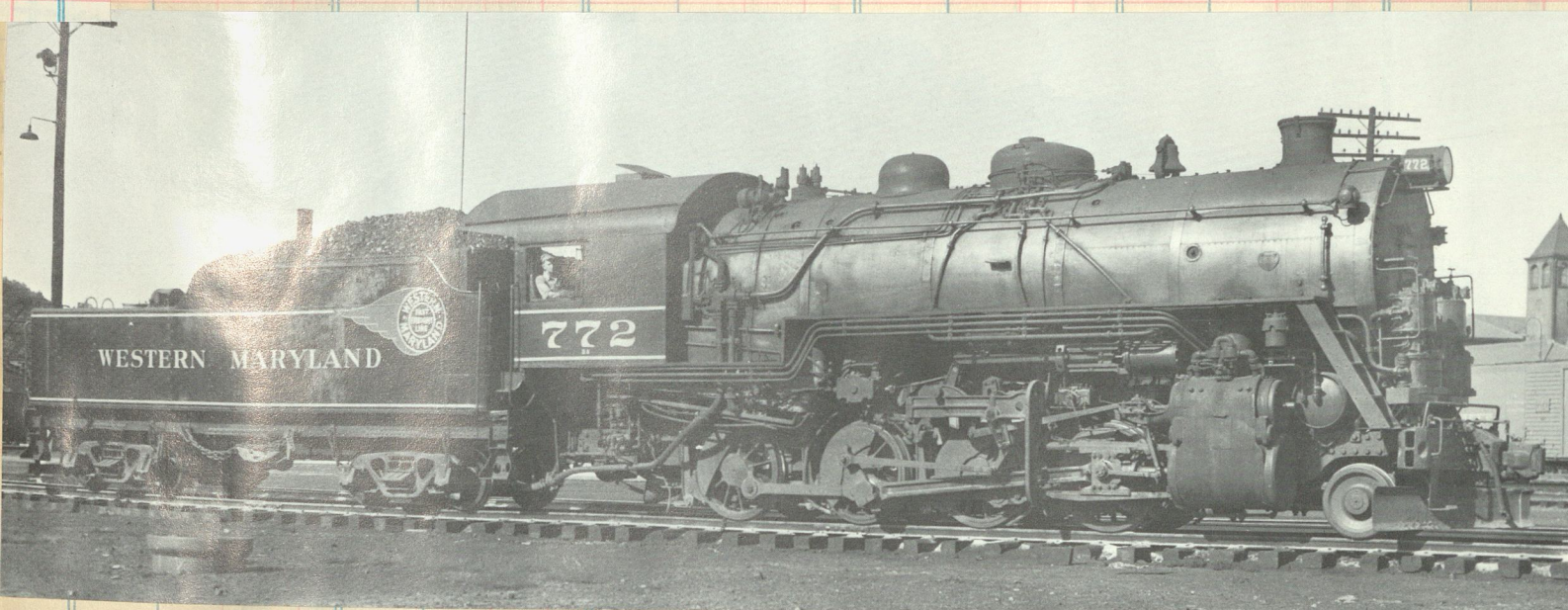


c/n 51410

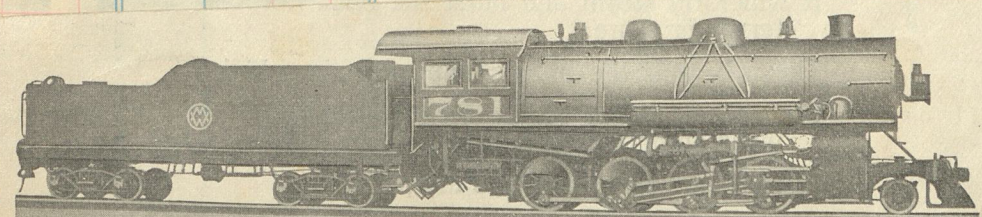




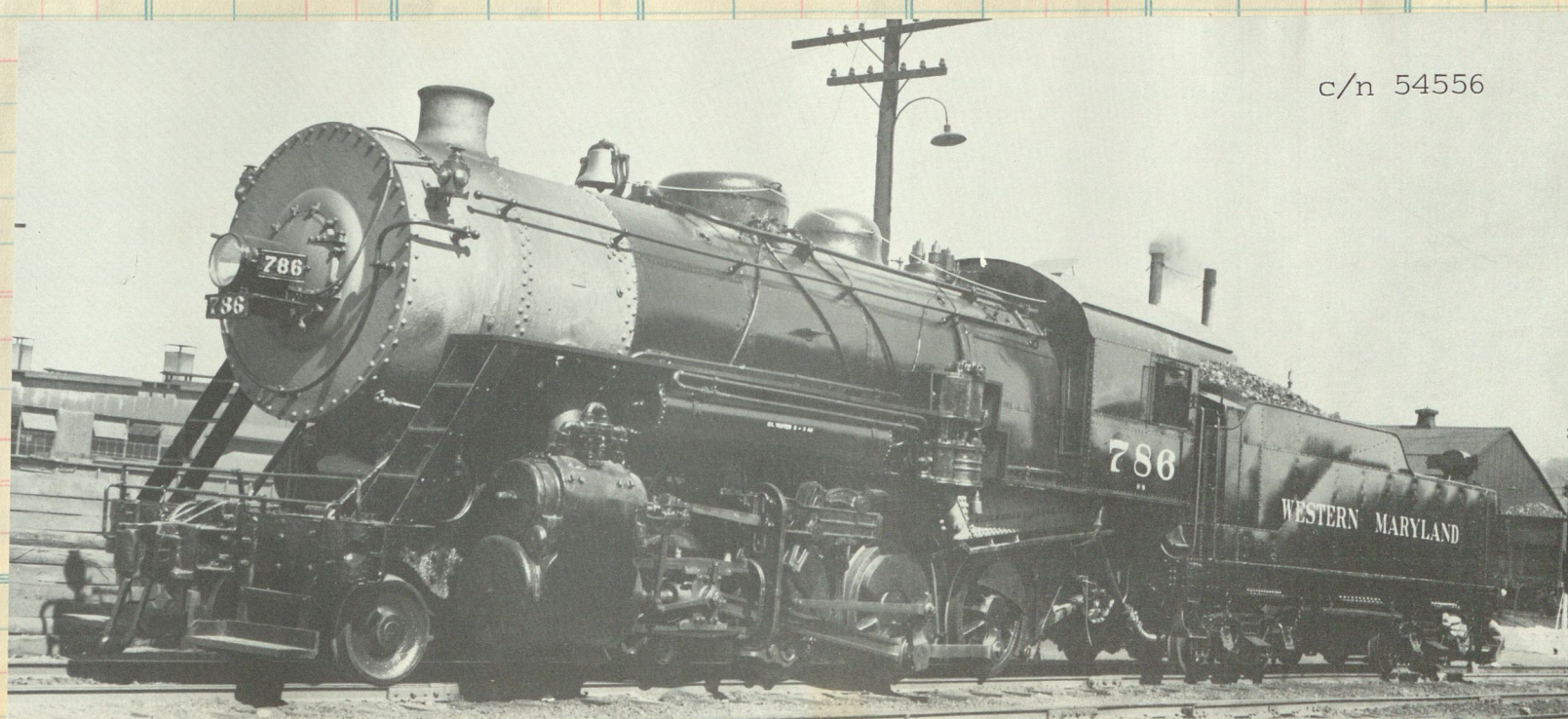
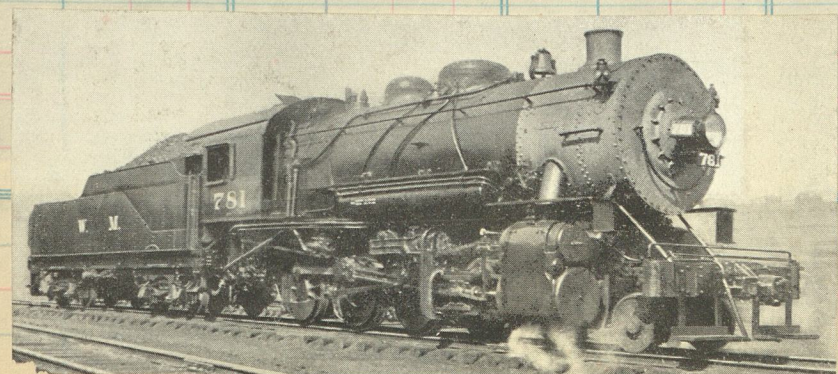
A Mountain Mauler
On the table at Elkins



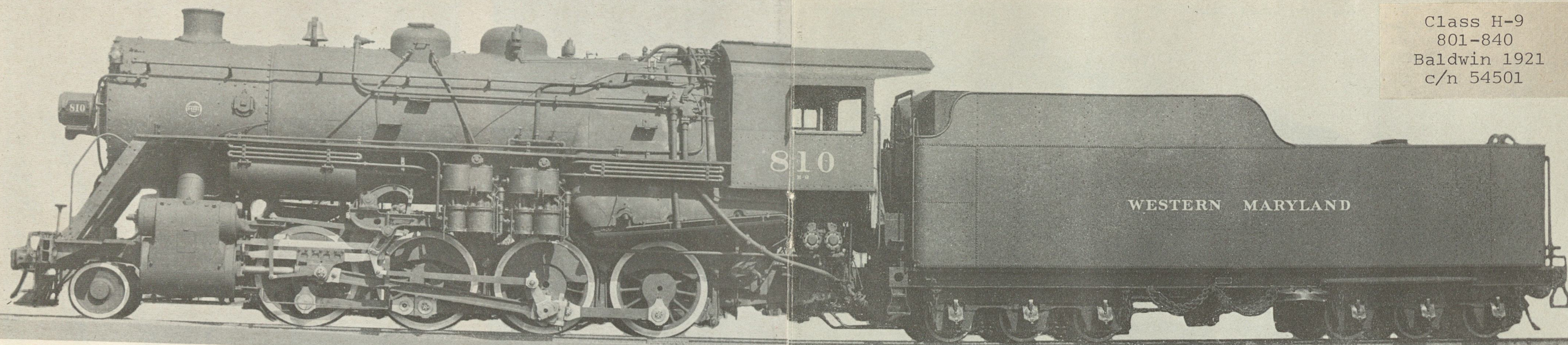
Class H-8
770-789
Schenectady 1914
c/n 54547



c/n 54551
WESTERN MARYLAND RAILWAY OKM
Total Weight of Engine, 244,500 pounds; Weight on Drivers, 217,500 pounds; Diameter of Drivers, 52 inches
Boiler Pressure, 200 pounds; Cylinders, 25 x 30 inches; Maximum Tractive Power, 61,300 pounds.



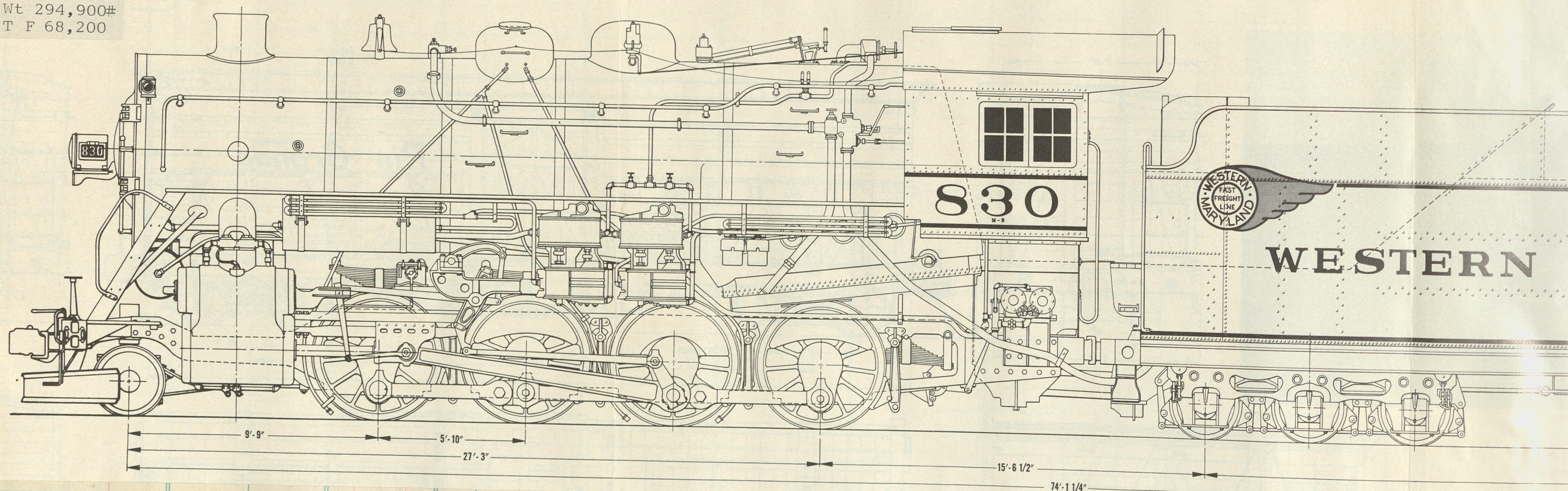
c/n 54556



Class H-9
801-840
Baldwin 1921
c/n 54501

A specific task requires adequate equipment. When the W. M. made inquiries for new power to work the difficult Elkins Division Baldwin suggested a new concept of an old reliable, the 2-8-0. Eddystone then produced a very successful version of a trusted design. An outstanding feature was the 12 wheel tender holding 23 tons and 15,000 gals. Fourty were built in 1921 followed by ten more in 1923.

cyls 27x32
Drivers 61"
Wt 294,900#
T F 68,200

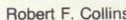


Eng 802, an H-9, comes blasting up Cash Valley with a long string of empty hoppers. William P. Price

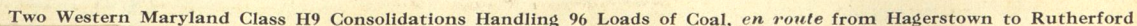
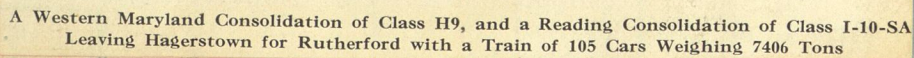
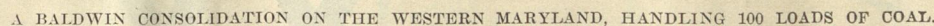
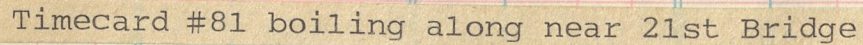


c/n 54715

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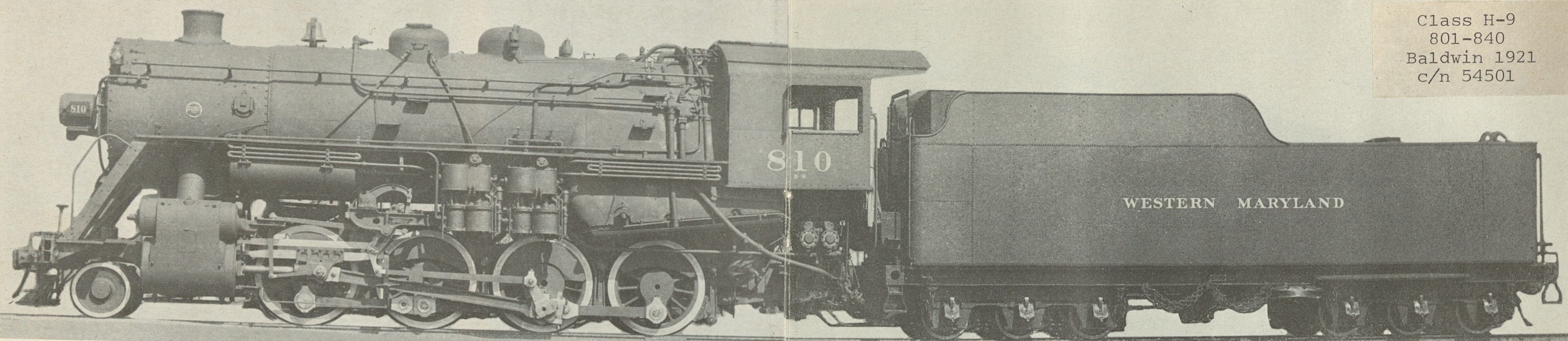


Train', 33 cars of coal, crosses the summit at Deal.



SELLER

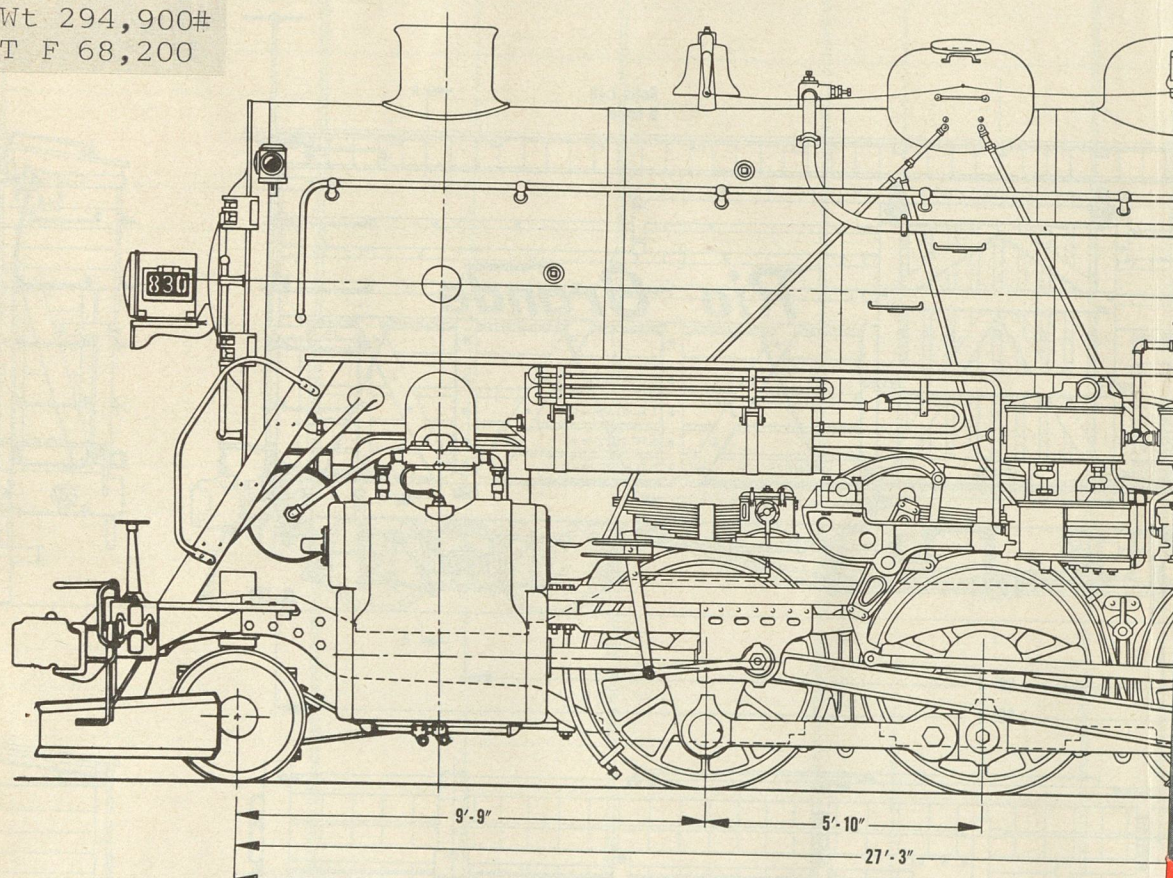
Amount



Class H-9
801-840
Baldwin 1921
c/n 54501

A specific task requires adequate equipment. When the W. M. made inquiries for new power to work the difficult Elkins Division Baldwin suggested a new concept of an old reliable, the 2-8-0. Eddystone then produced a very successful version of a trusted design. An outstanding feature was the 12 wheel tender holding 23 tons and 15,000 gals. Fourty were built in 1921 followed by ten more in 1923.

cyls 27x32
Drivers 61"
Wt 294,900#
T F 68,200

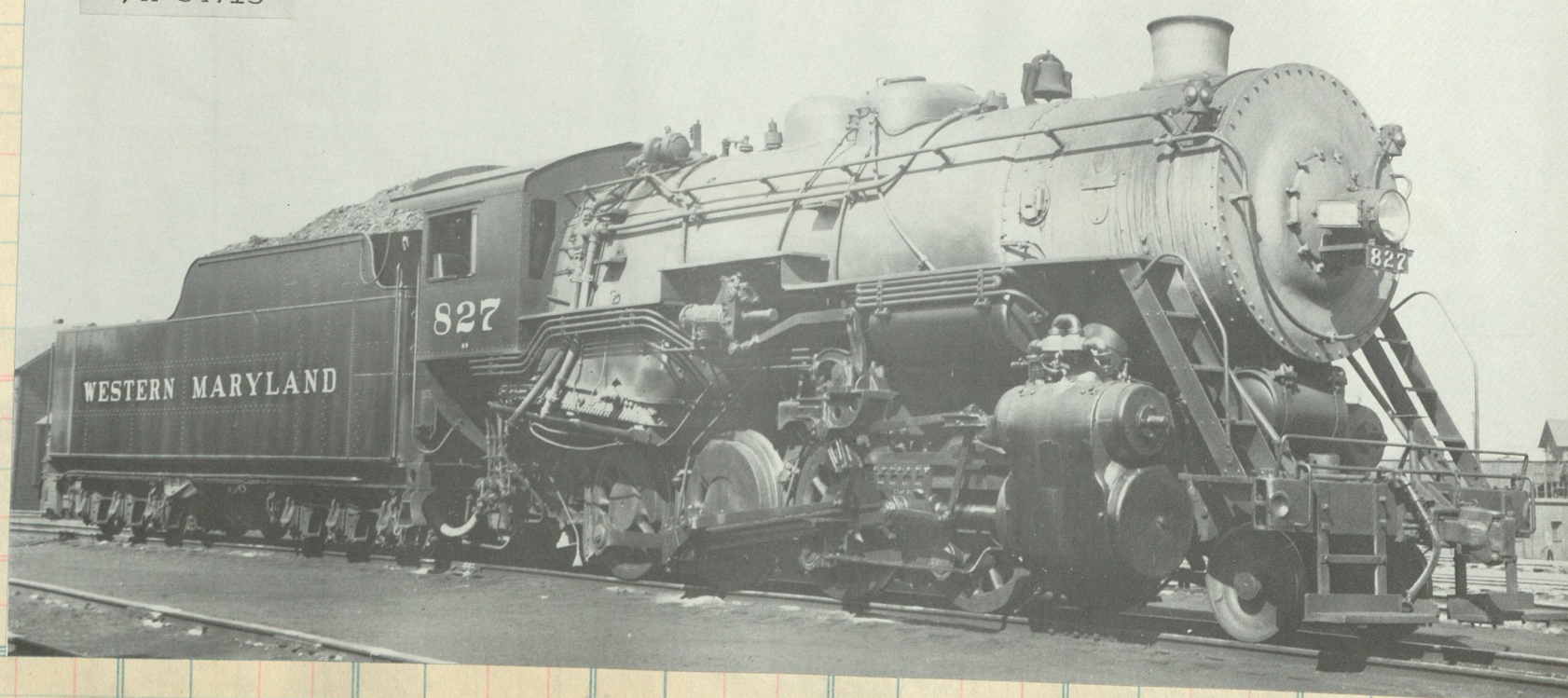


On a bright November day in 1952, Bill Price caught 835 leading a four engine freight into Black Fork grade near Hambleton, West Virginia, with helpers cut in at mid-train and ahead of the caboose. With valve gear notched forward and exhausts cracking, the four-some urge the 40 car train up the well maintained right-of-way.



Eng 802, an H-9, comes blasting up Cash Valley with a long string of empty hoppers.

c/n 54715



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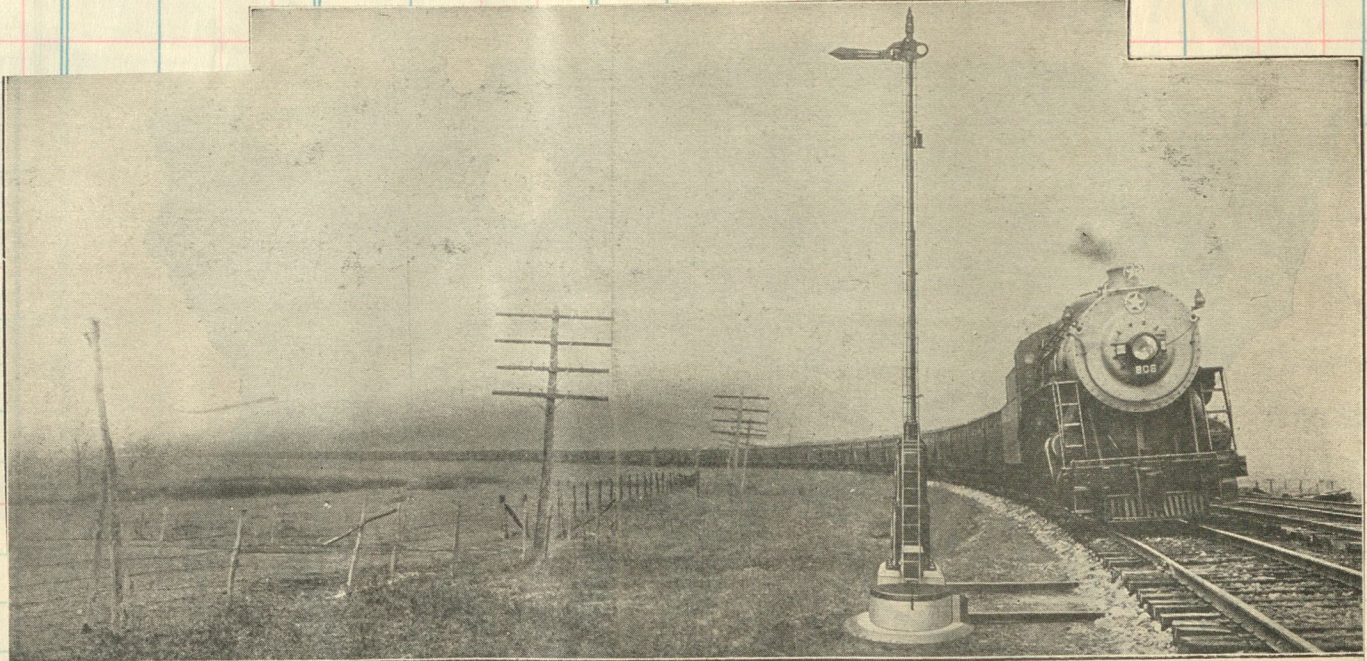


Robert F. Collins

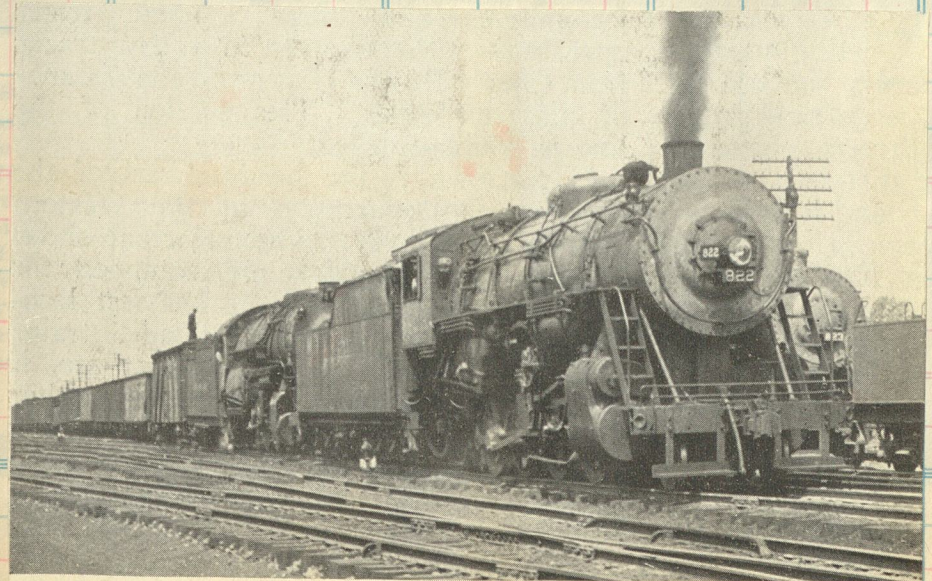
The Eastbound 'Grey Train', 33 cars of coal, crosses the summit at Deal.



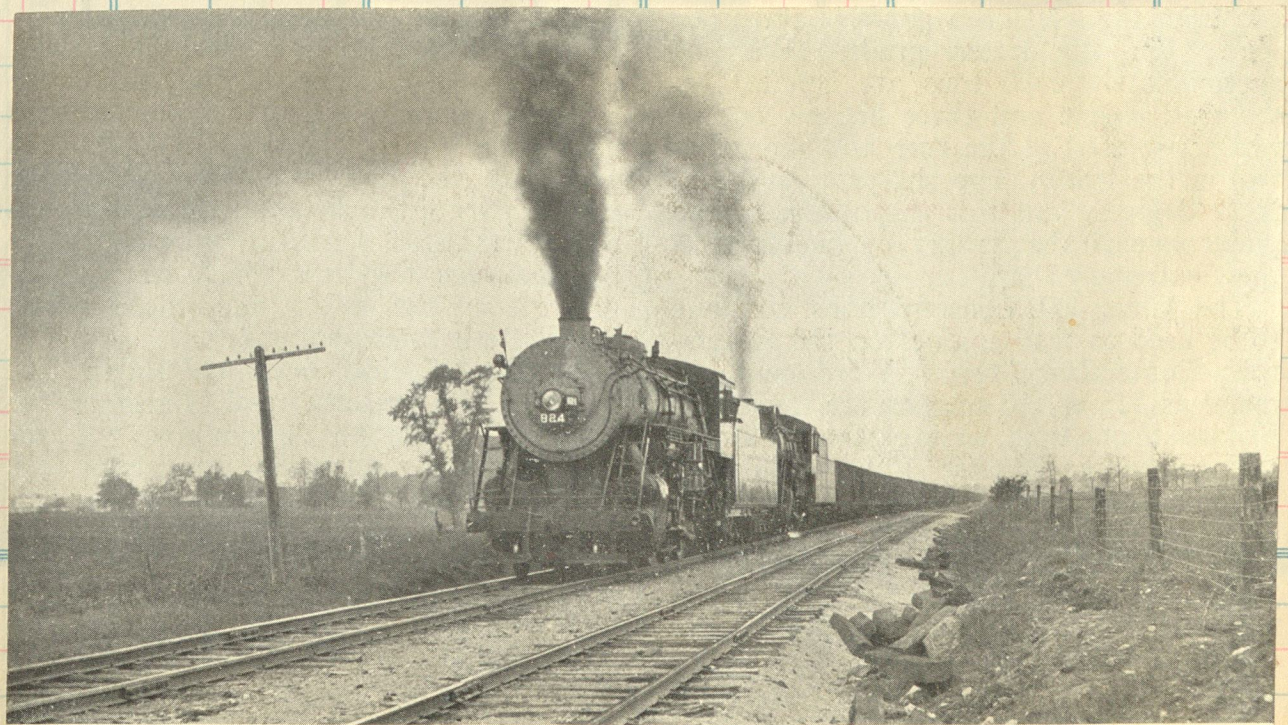
Timecard #81 boiling along near 21st Bridge



A BALDWIN CONSOLIDATION ON THE WESTERN MARYLAND, HANDLING 100 LOADS OF COAL.



A Western Maryland Consolidation of Class H9, and a Reading Consolidation of Class I-10-SA Leaving Hagerstown for Rutherford with a Train of 105 Cars Weighing 7406 Tons



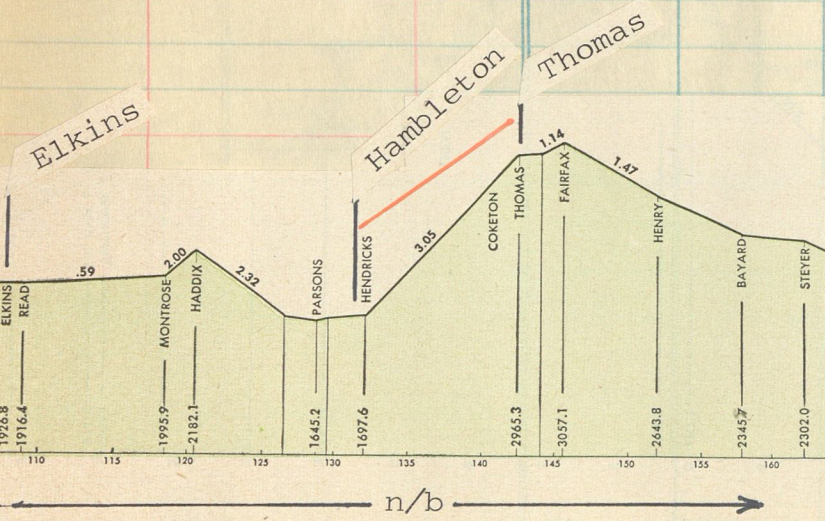
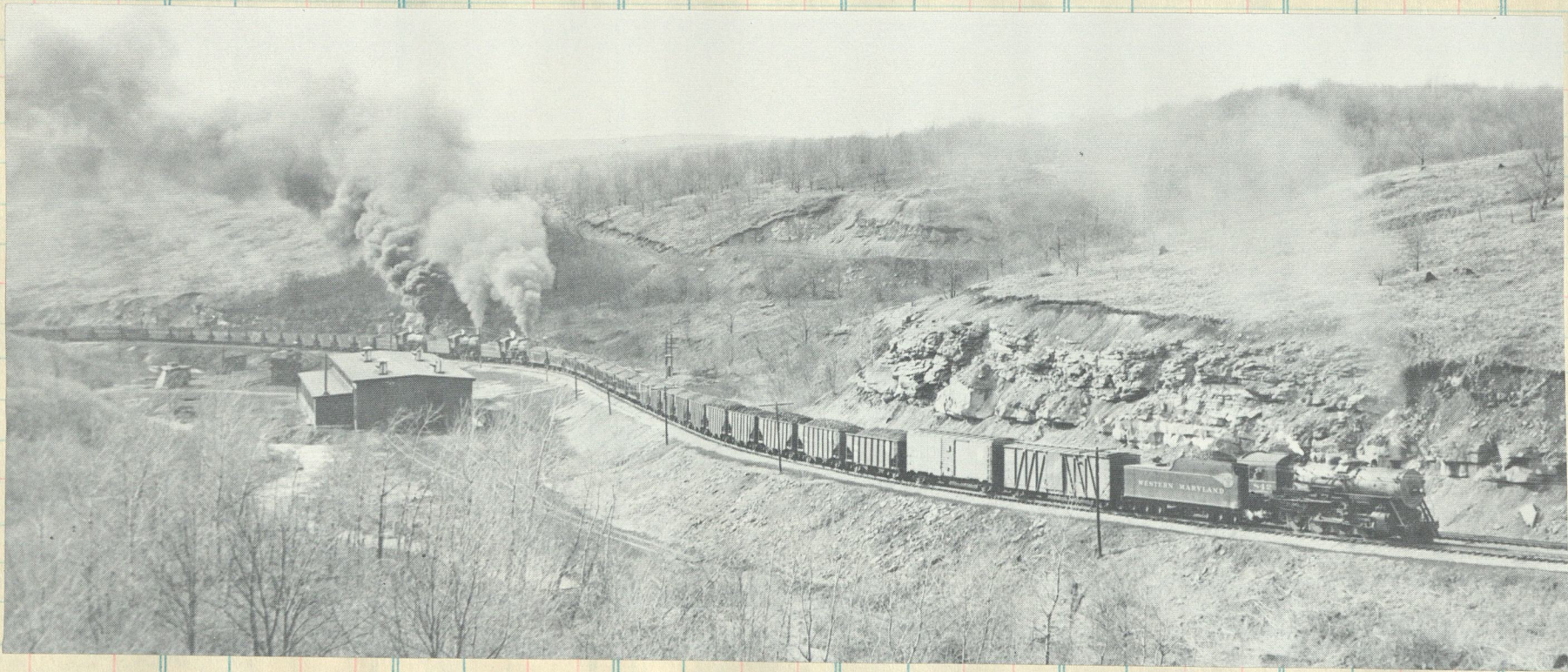
Two Western Maryland Class H9 Consolidations Handling 96 Loads of Coal, en route from Hagerstown to Rutherford

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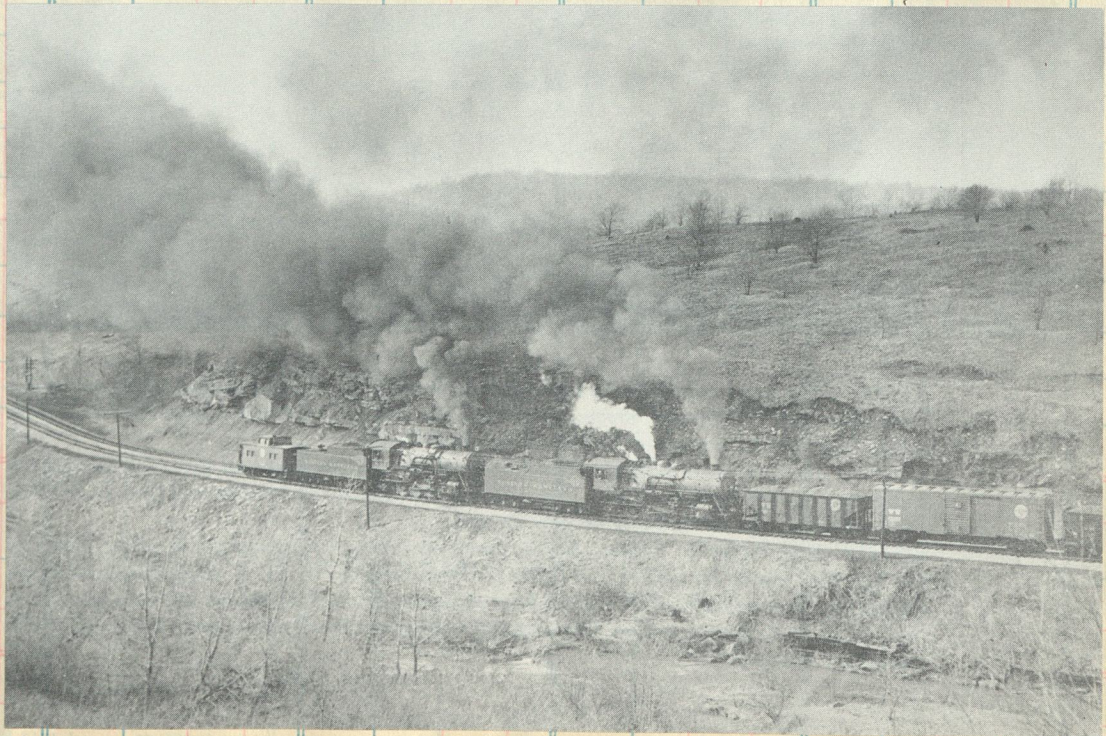
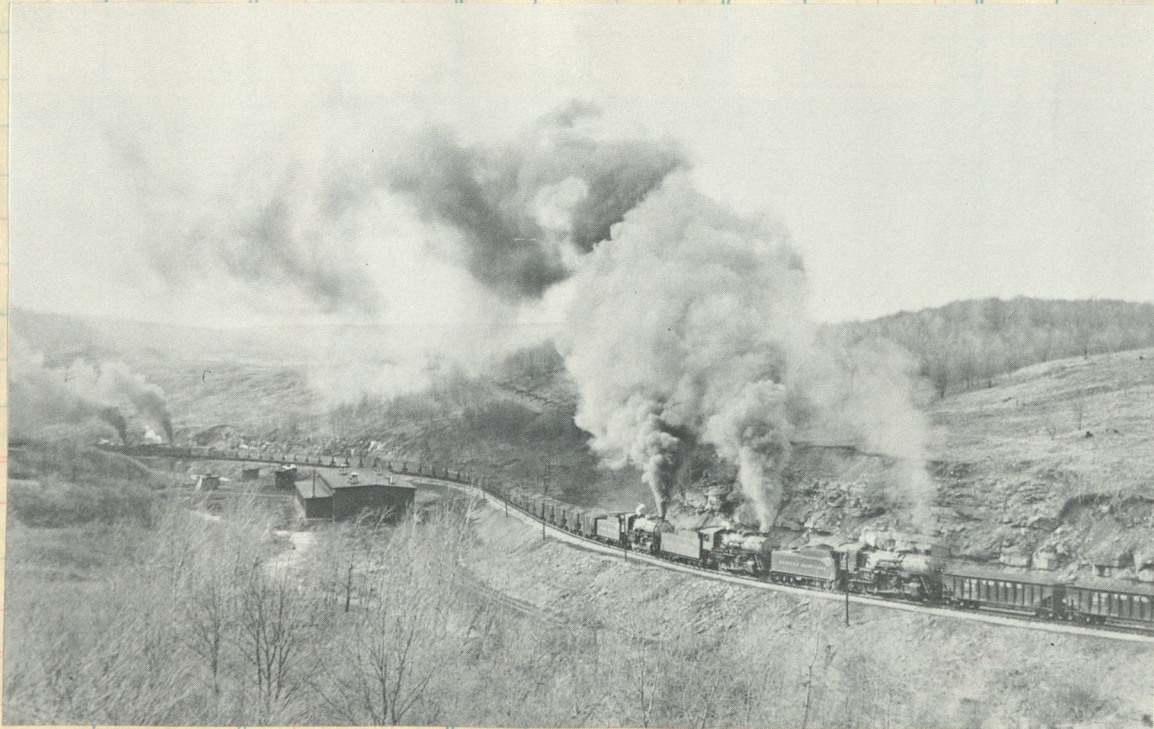


The pause that refreshes-the 822 and 803 catch their breath near Hambleton before attacking the Black Fork hill. Assisting were five additional H-9's.



Elkins Division
[old W.V.C. & P.]

0.0	.....	Cumberland...Ar.
5.4	.....	Seymour.....
11.9	.....	Rawlings.....
16.7	.....	Gerstell.....
21.5	.....	Keyser.....
26.7	.....	Westernport.....
27.7	.....	Luke.....
28.1	.....	W. Va. C. Junction.....
29.6	.....	Hampshire.....
34.8	.....	Barnum.....
37.5	.....	Shaw.....
41.3	.....	Chaffee.....
44.7	.....	Blaine.....
46.4	.....	Harrison.....
47.9	.....	Glesson.....
51.4	.....	Schell.....
57.0	.....	Soyer.....
59.1	.....	Gorman.....
61.5	.....	Bayard.....
64.0	.....	Wilson.....
66.6	.....	Henry.....
71.0	.....	Beeshwood.....
74.9	.....	William.....
77.0	.....	Thomas.....
78.7	.....	Douglas.....
86.9	.....	Hendricks.....
87.8	.....	Hambleton.....
90.3	.....	Parsons.....
92.6	.....	Porterwood.....
94.1	.....	Moore.....
100.4	.....	Montrose.....
104.7	.....	Kerens.....
106.7	.....	Whyte.....
112.1	Ar.....	Elkins.....Lv.



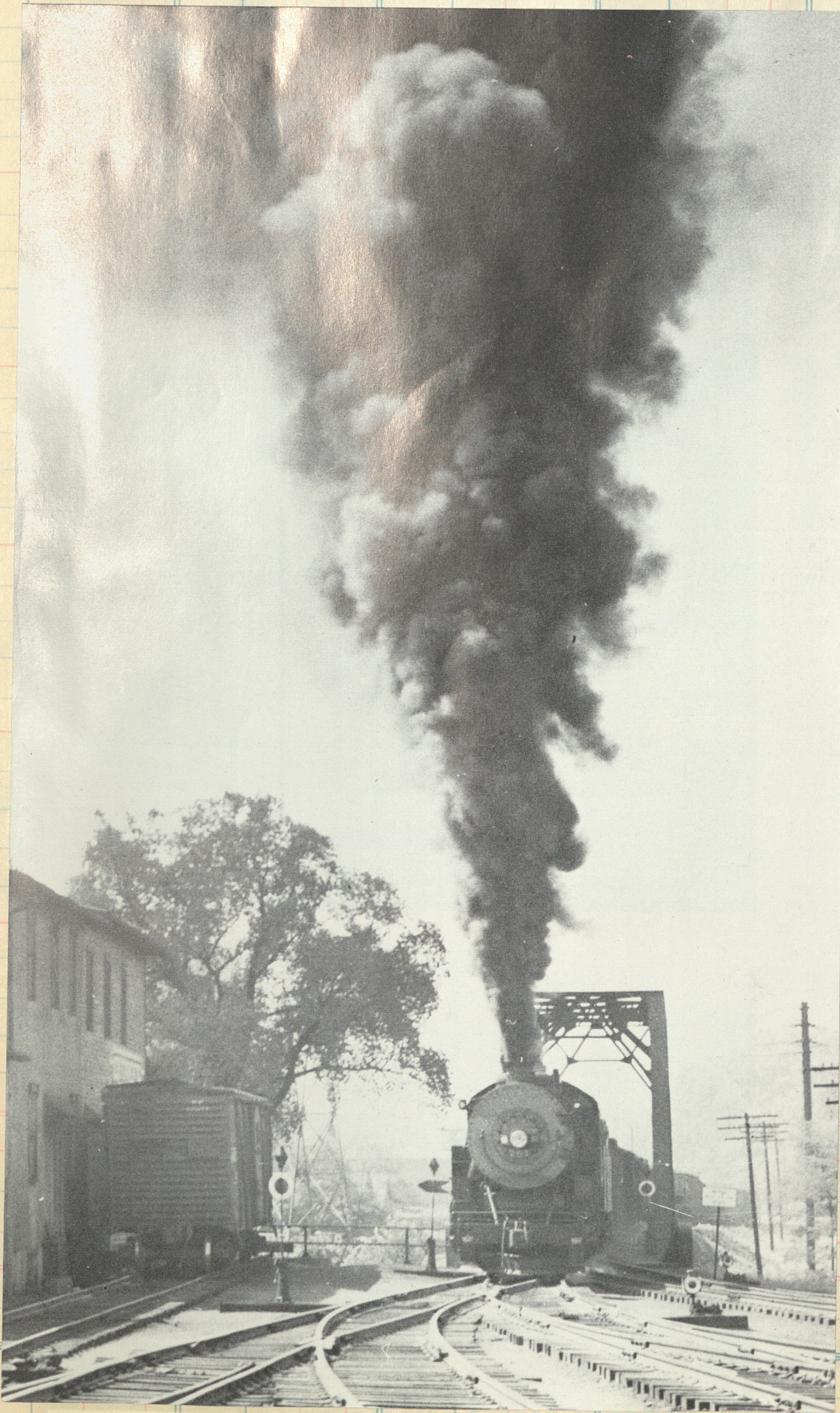
Not all mountain railroading occurred 'out West'. The Alleghenies in the east provided locations equal to many found in the Rockies. The scenery was not so spectacular but the operation of trains could be. One such spot was in the hills of West Virginia on the W. M.'s Elkins sub division. These three views show how tonnage was moved up the ten miles of 3.05% Black Fork grade between Hambleton and Thomas. It required six H-9 Consolidations to lift 57 cars up the incline in an operation found on very few U. S. roads. This was sights and sounds that stirred the soul!!



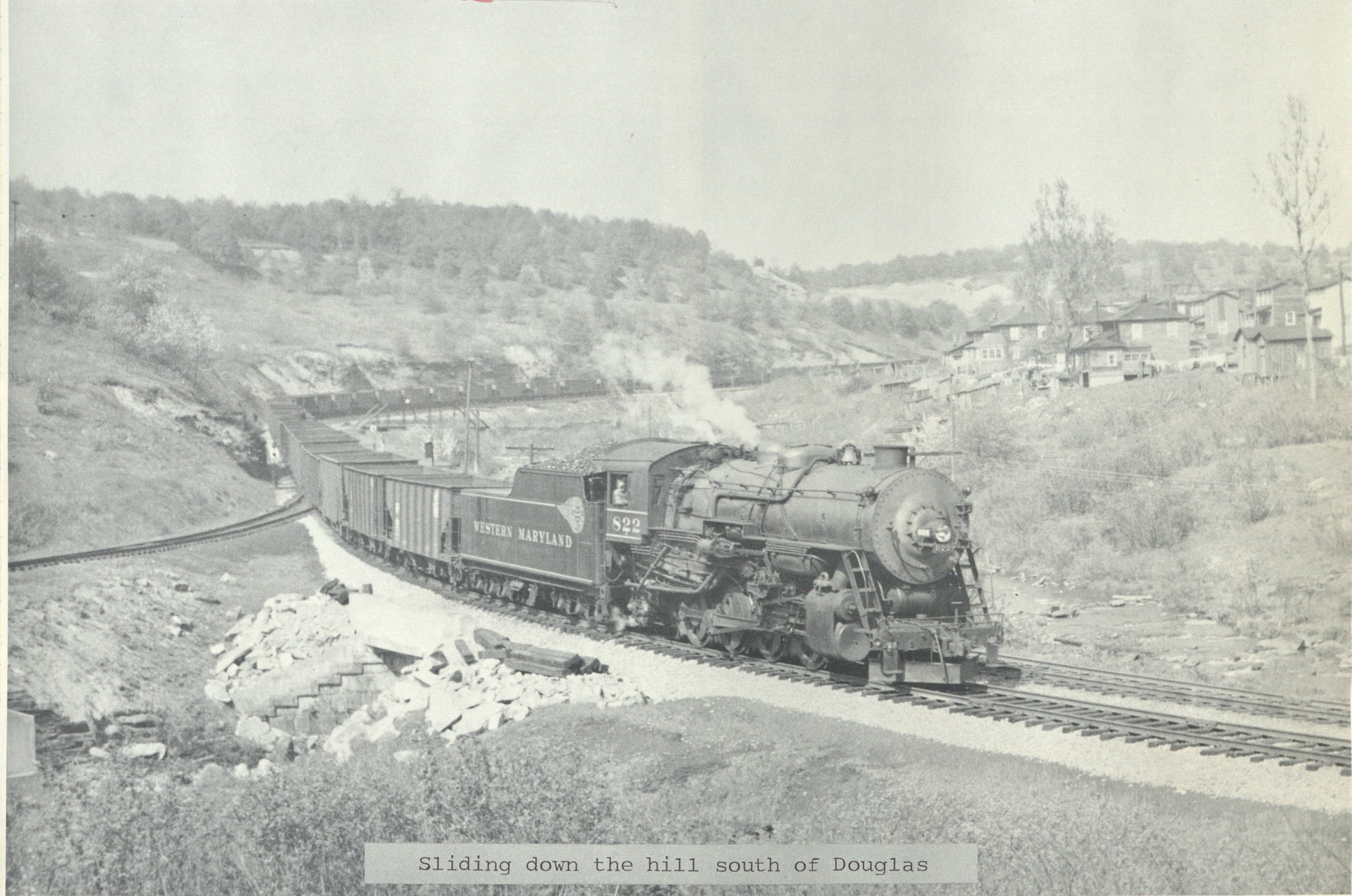
Northbound between Thomas and Fairfax



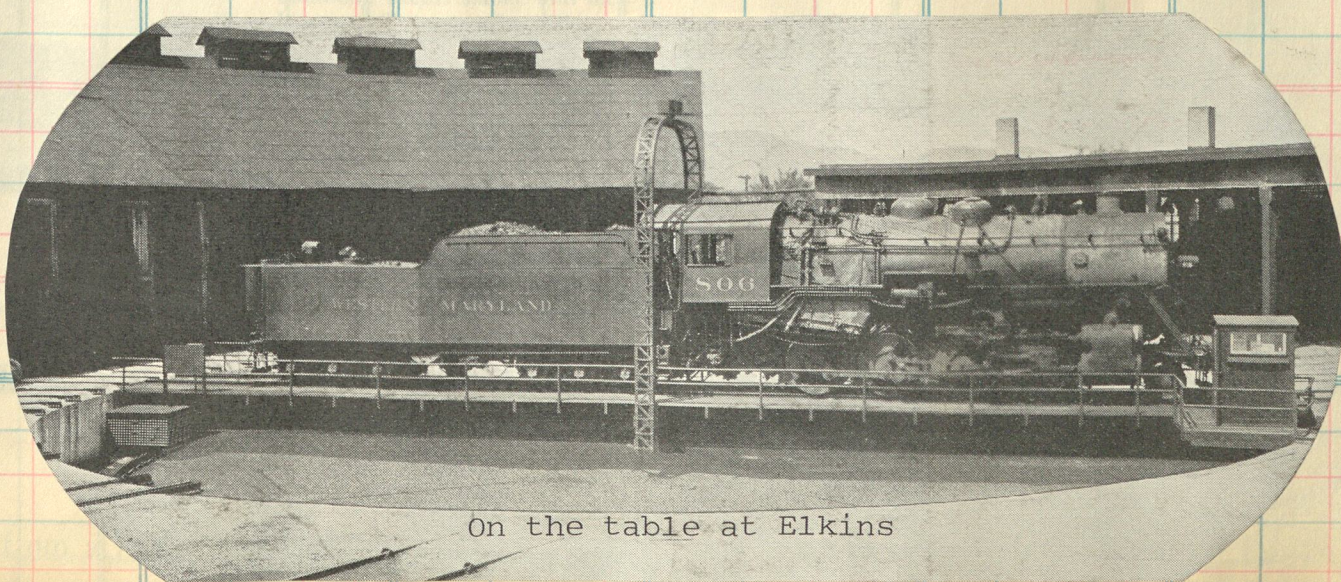
Hard working triplets



The 763 makes a triumphant entry into the Elkins yard.

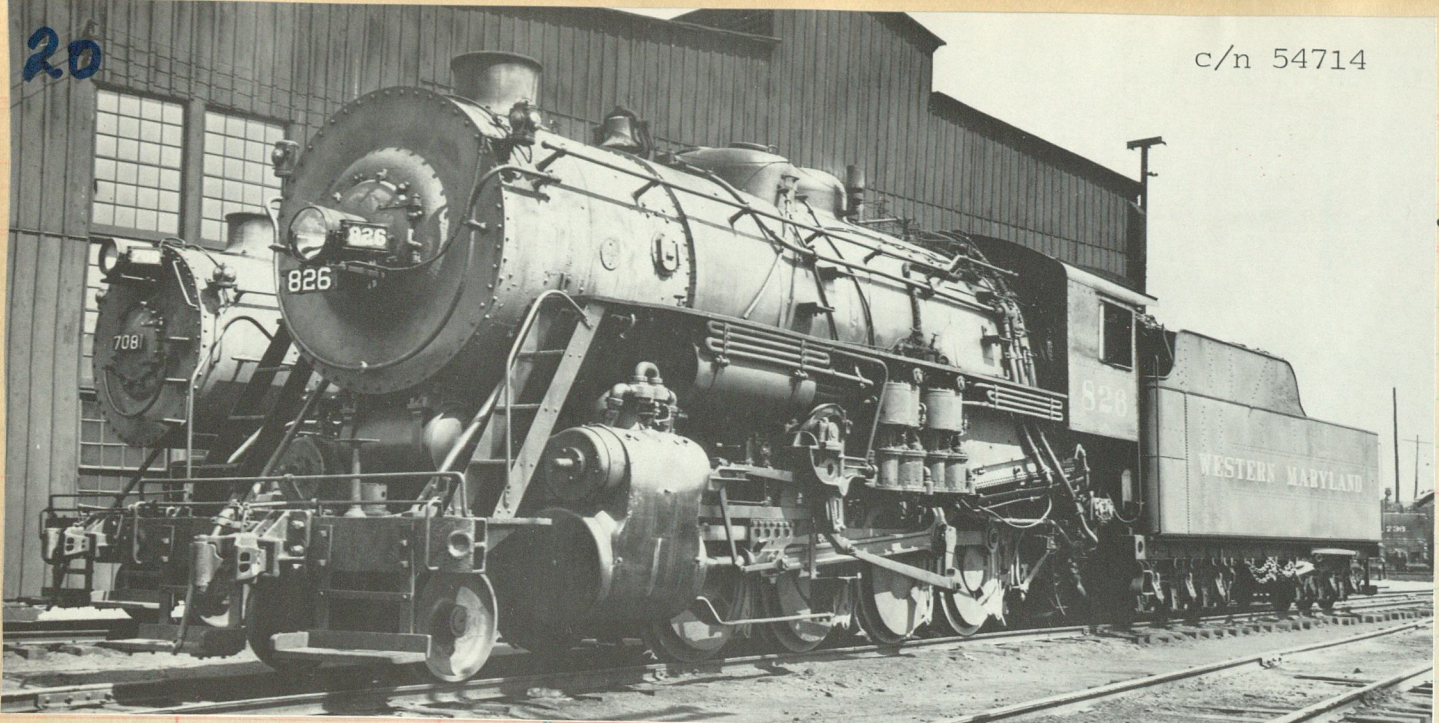


Sliding down the hill south of Douglas

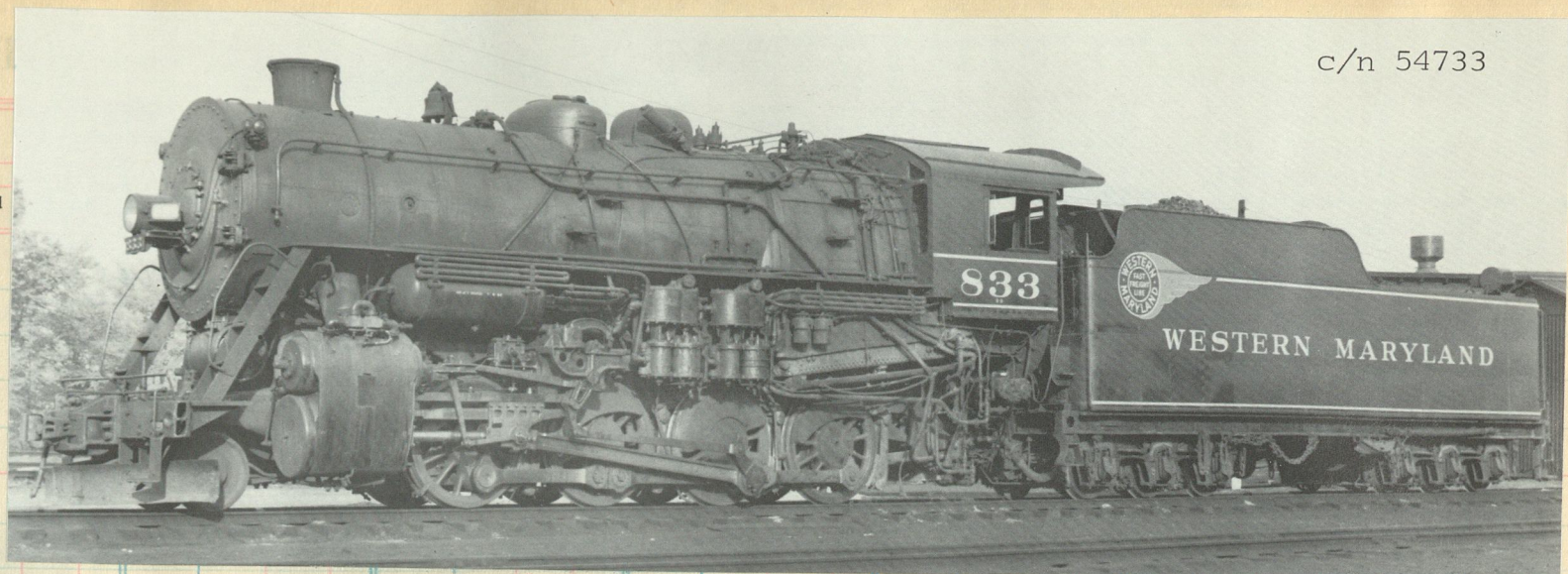


On the table at Elkins

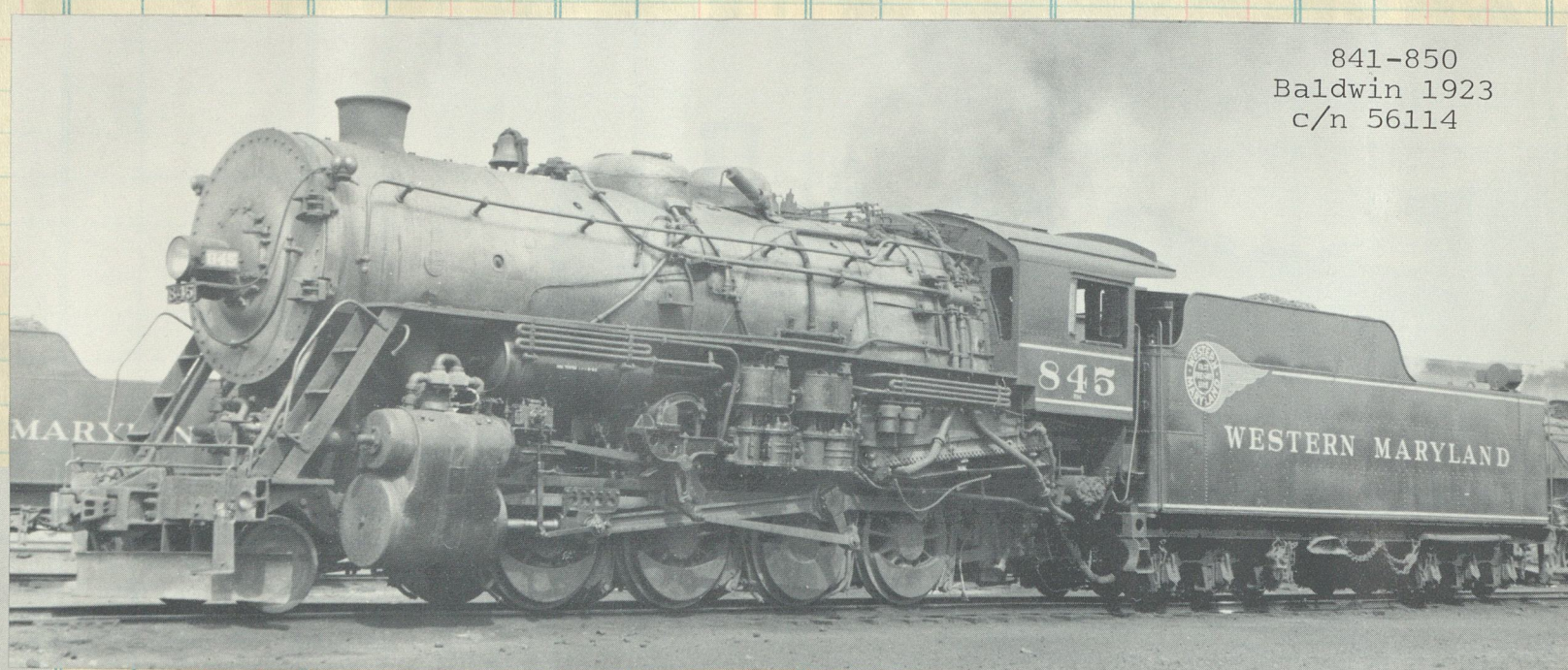
c/n 54714



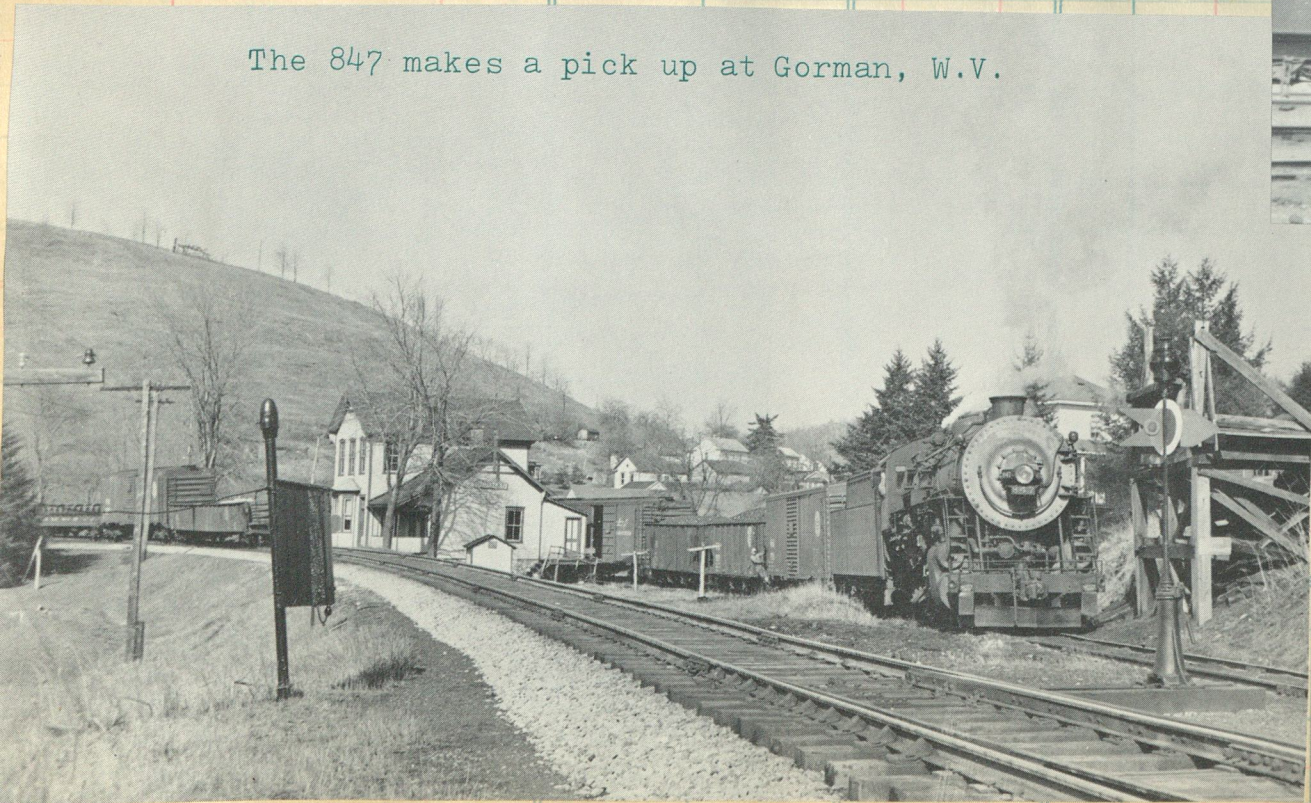
c/n 54733



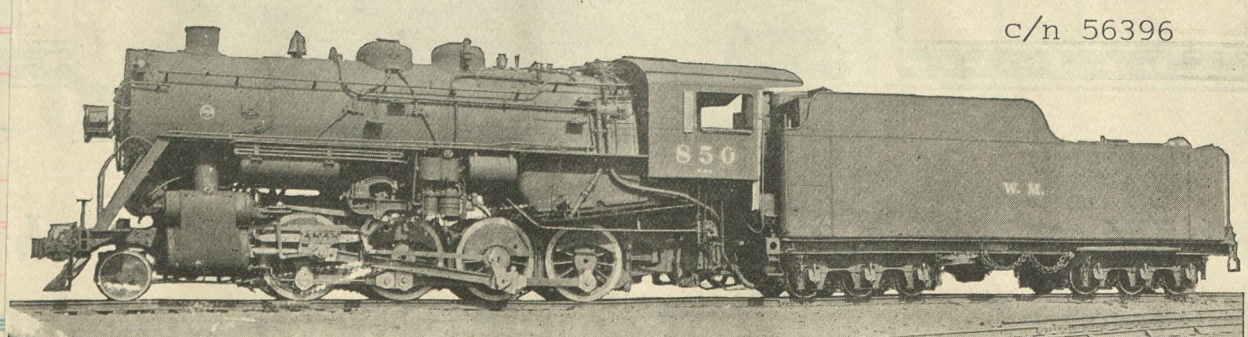
841-850
Baldwin 1923
c/n 56114



The 847 makes a pick up at Gorman, W.V.



c/n 56396



BALDWIN CONSOLIDATION TYPE LOCOMOTIVE, CLASS H-9-A, WESTERN MARYLAND RAILWAY

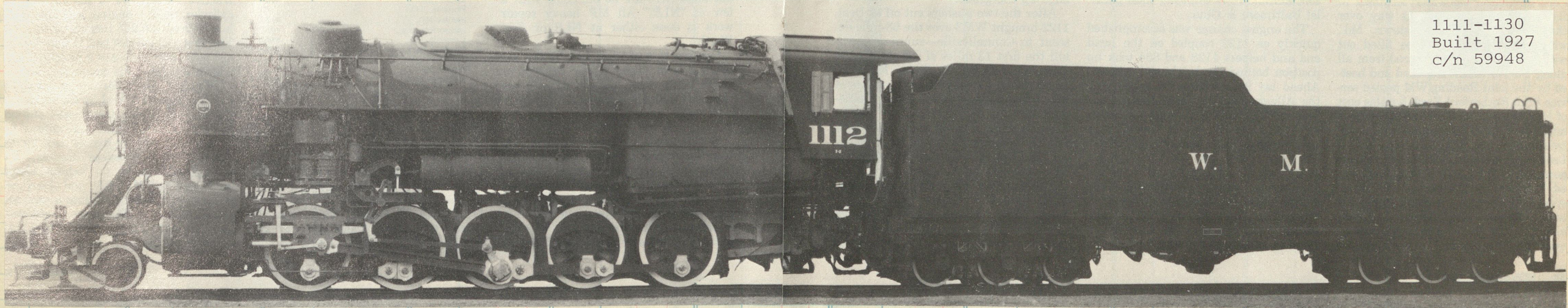
Cylinders, 27" x 32"	Water heating surface, 3,436 sq. ft.
Driving wheels, diameter, 61"	Superheating surface, 945 sq. ft.
Steam pressure, 210 lb.	Weight on driving wheels, 268,000 lb.
Grate area, 74.9 sq. ft.	Weight, total engine, 296,000 lb.
	Tractive force, 68,200 lb.

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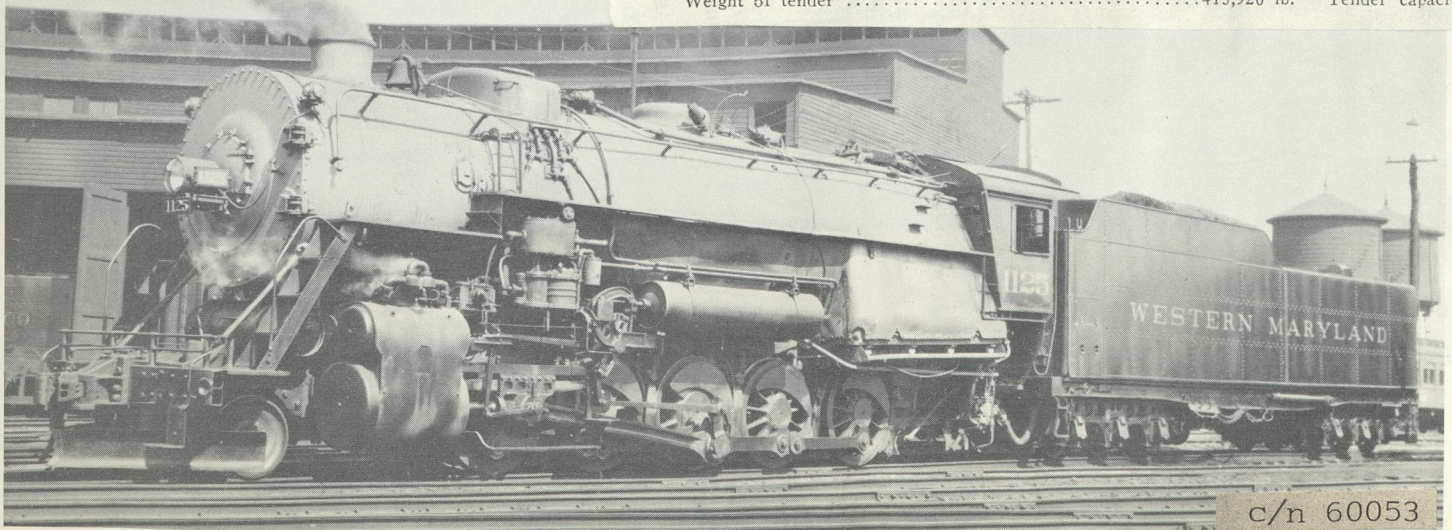
"King of the Hill"
An exhilarating scene that diesels could not duplicate in a thousand years!!!
The majestic 1114 thunders over the crest at Deal.



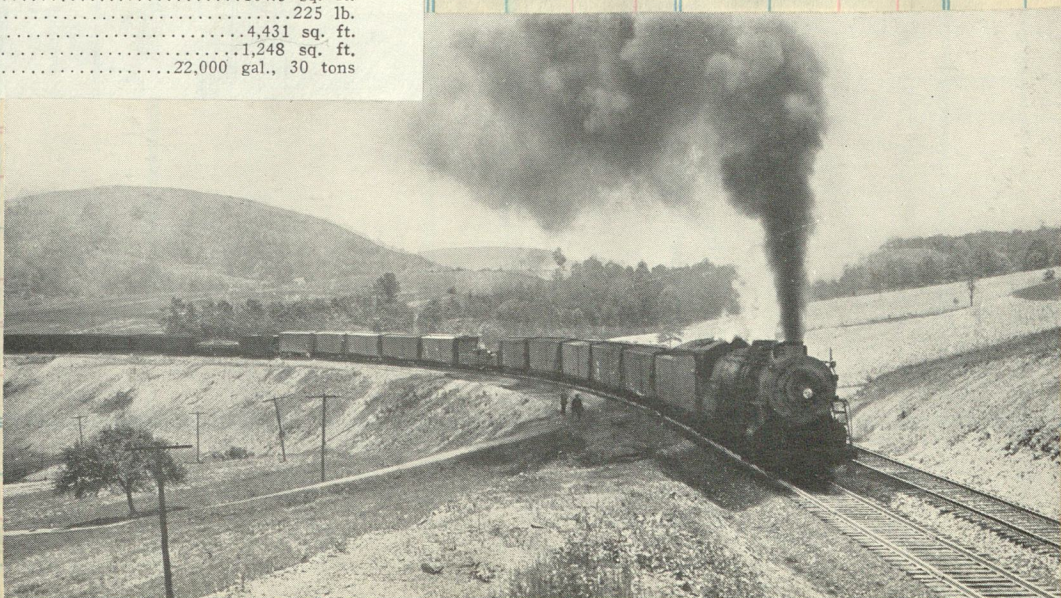
1111-1130
Built 1927
c/n 59948

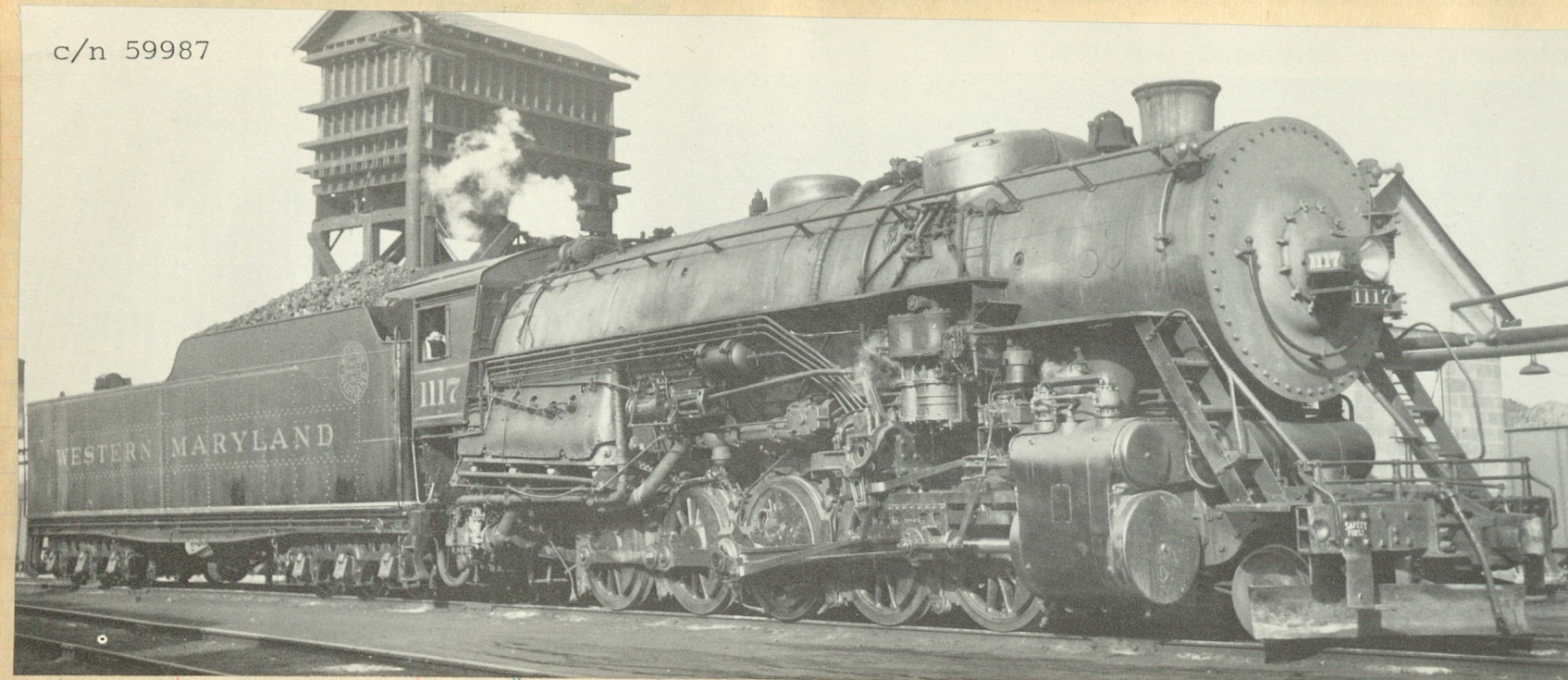
Fig. 104—Western Maryland 2-10-0 (Decapod) Locomotive, Class I-2, for Freight Service. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke.....	30, in. x 32 in.	Driving wheel base	26 ft. 6 in.
Traction force	90,300 lb.	Total engine wheel base	33 ft. 1 in.
Cylinder horsepower	3,649 hp.	Fuel	Soft coal
Drivers, diameter	61 in.	Grate area	104.5 sq. ft.
Weight on drivers	386,800 lb.	Steam pressure	225 lb.
Weight on front truck	32,480 lb.	Evaporative heating surface	4,431 sq. ft.
Total weight of engine	419,280 lb.	Superheating surface	1,248 sq. ft.
Weight of tender	415,920 lb.	Tender capacity	22,000 gal., 30 tons



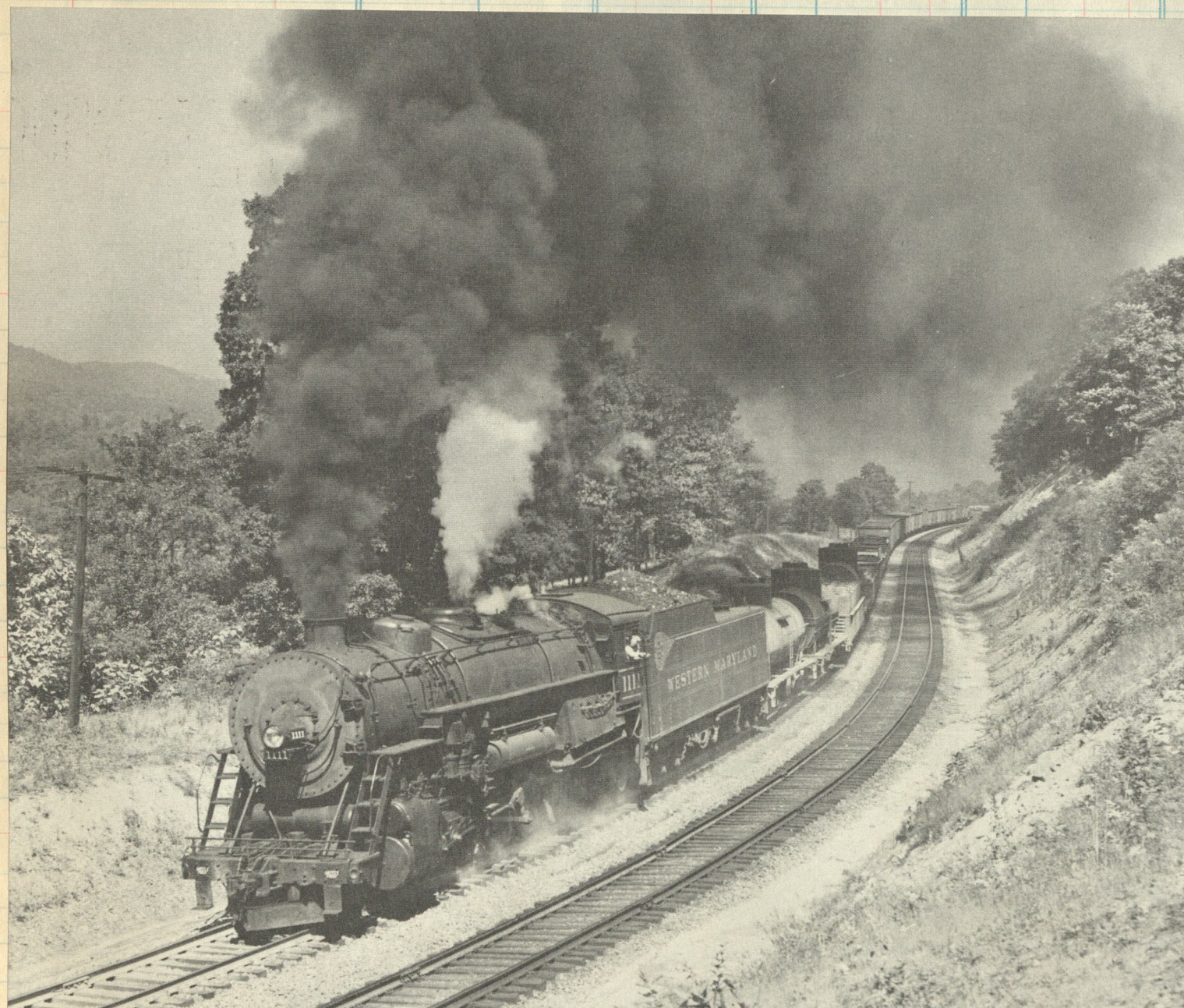
c/n 60053





An Eastbound Tonnage Train, Hauled by a Decapod Type Locomotive, Crossing Salisbury Viaduct on the Connellsville-Cumberland Run

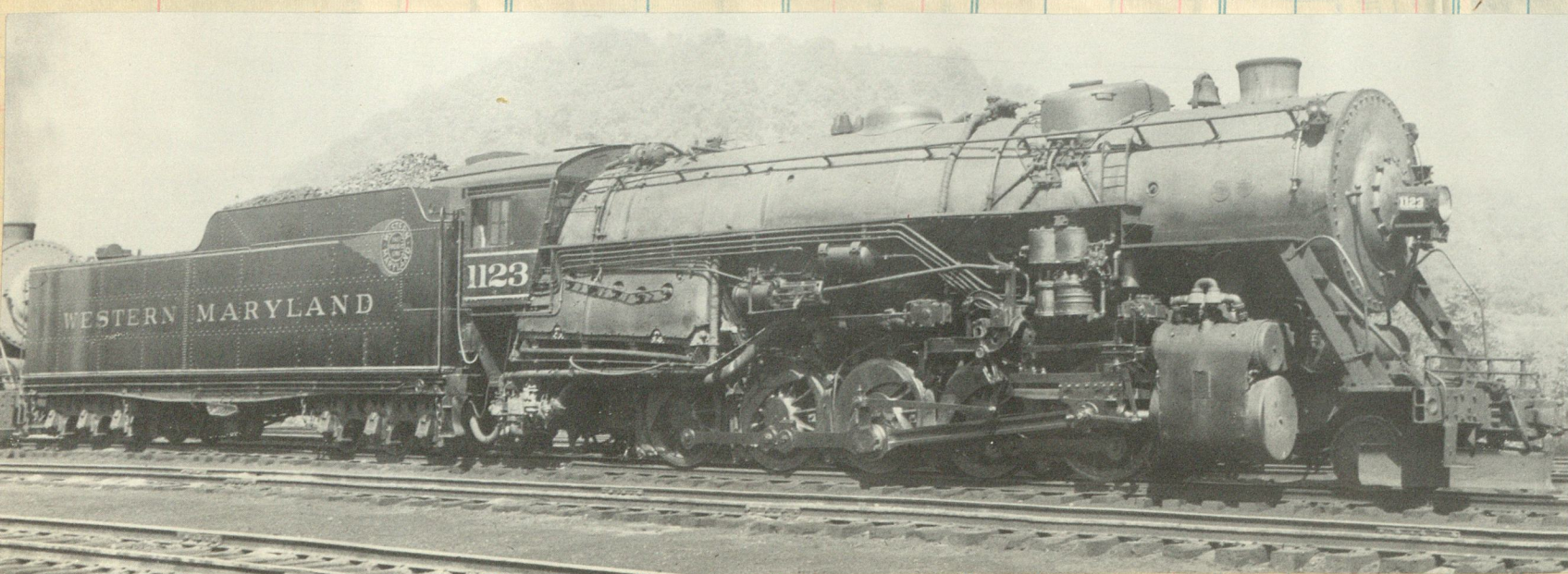
This train consisted of 54 loads of coal, two loaded box cars, and caboose, weighing approximately 3700 tons. The ascending grade is 0.8 per cent.



The "Four Aces", #1111, again challenges the grade winding up the Cash Valley with westbound tonnage.



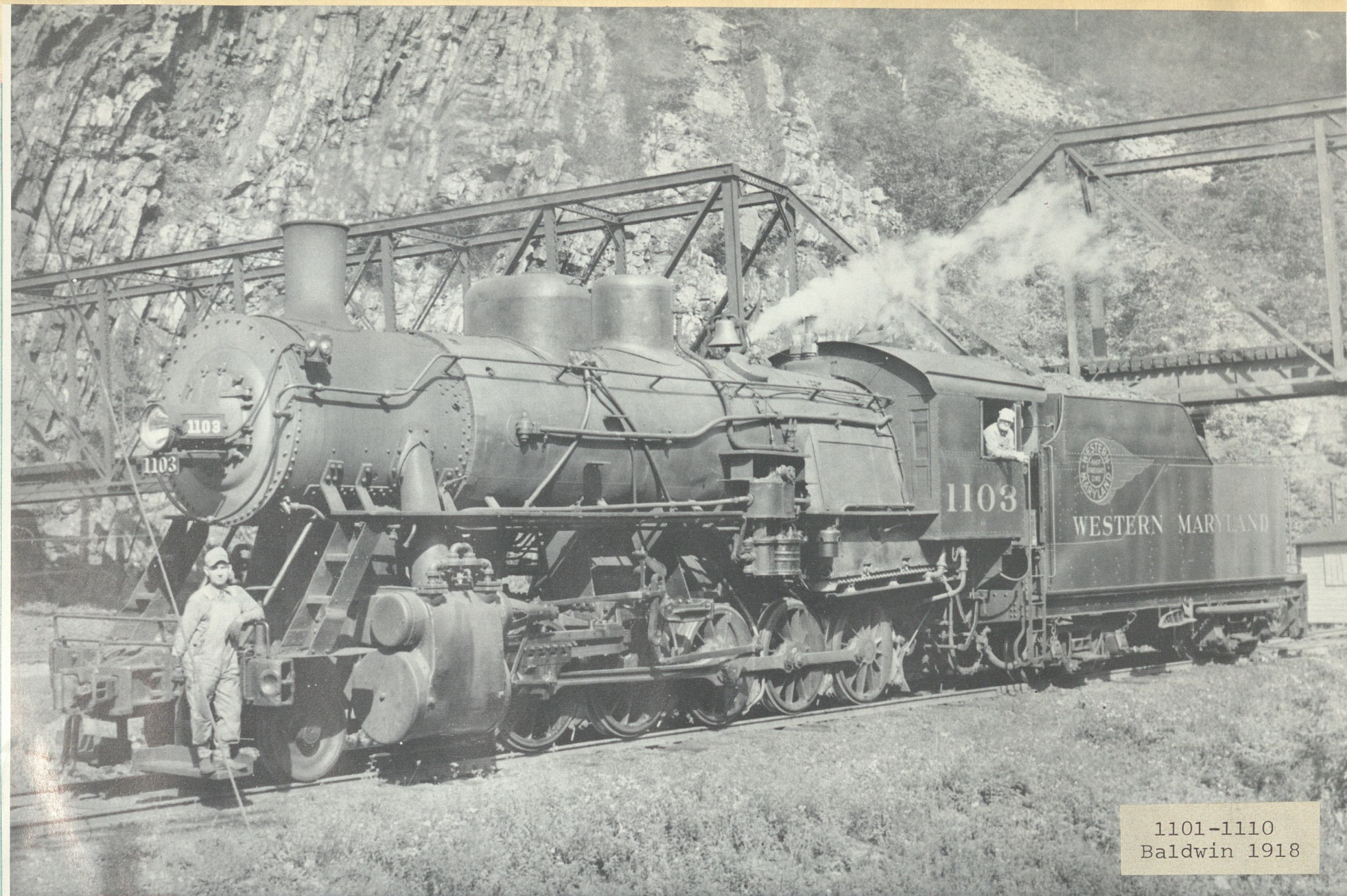
Westbound tonnage behind the 1129 near Hagerstown



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1101-1110
Baldwin 1918

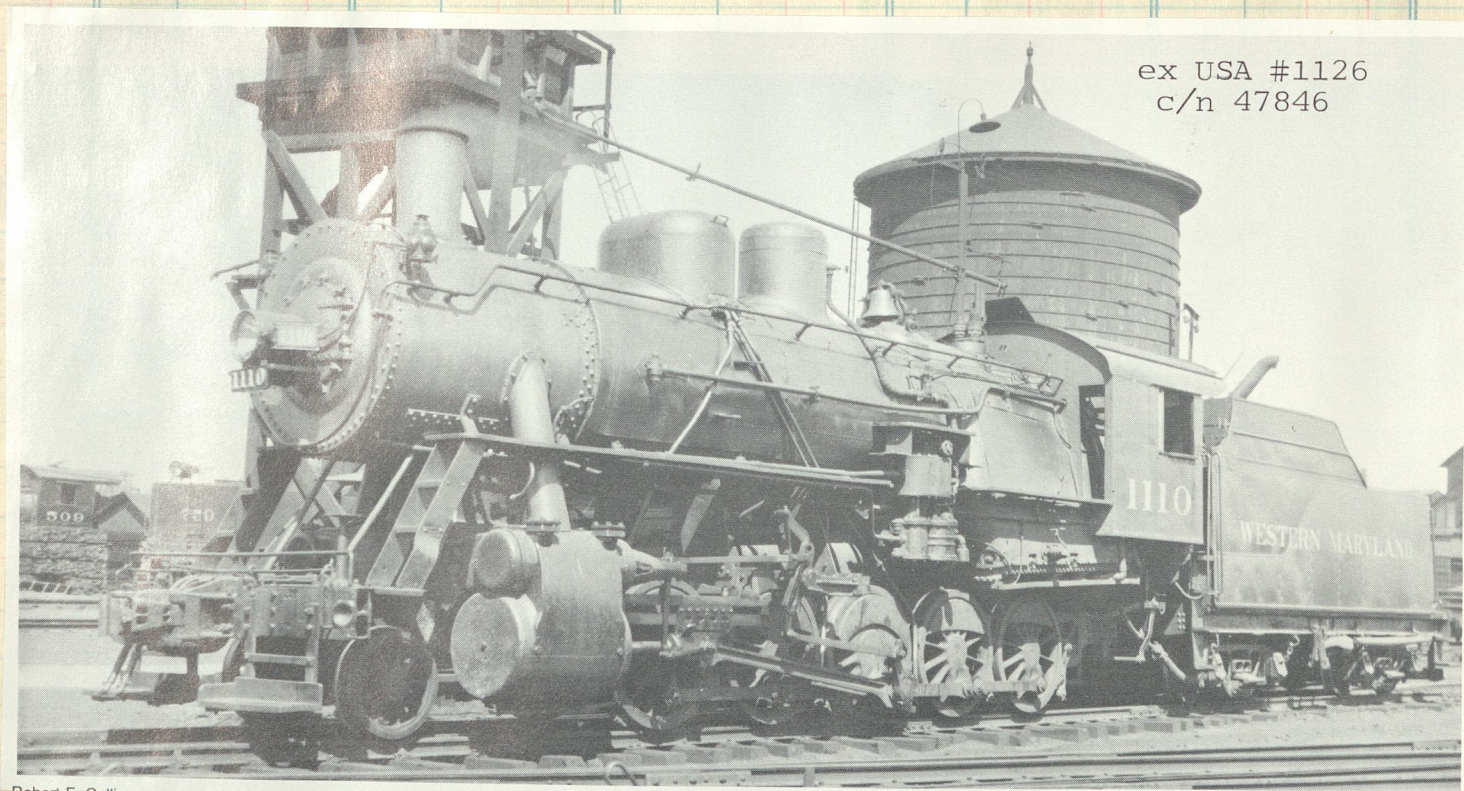
ex USA #1118 c/n 47771

William P. Price

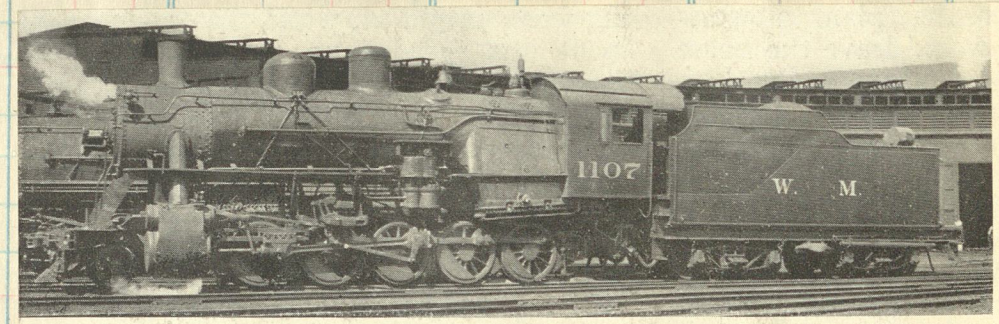
After taking over the C&P, the Western Maryland replaced their locomotives with I-1 Russian Decapods like 1103. Upon their retirement in 1950, H-7 2-8-0's took over their assignments. In 1947 Bob Collins caught the 1103 and its crew at Eckhart Junction, just west of the Narrows with the bridge carrying the WM's State Line Branch in the background.

Perhaps the most unusual of all latter day WM locomotives, the I-1's were the only ones not specifically designed by the WM Mechanical Department to meet the specialized requirements of its terrain. Nonetheless, they served with distinction for over three

decades, and in assignments from Baltimore to Elkins. Like the Western Maryland itself, they were intended for one use but the changing currents of history placed them in a totally different role. Both performed admirably and earned the respect of all who knew them. It is perhaps fitting that we end this journey, not with a Potomac, a 1200, or even one of the ubiquitous H-9's rolling off into the eternal sunset, but with the 1103 and her confident crew basking in the sunshine of an autumn afternoon long ago when smoke rising over the Alleghenies and Western Maryland meant not only a geographical area, but also a railroad of surpassing and enduring charm.

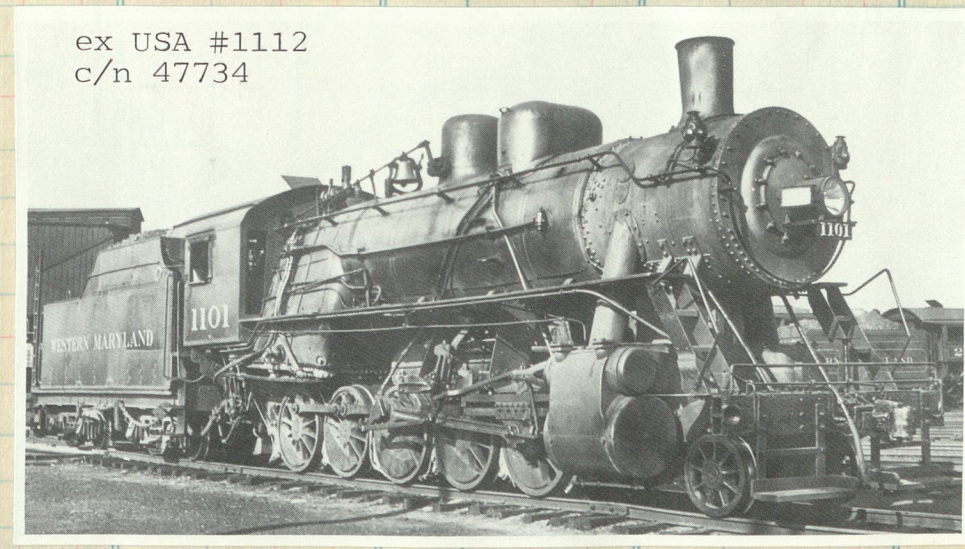


ex USA #1126
c/n 47846



Cylinders	25" x 28"
Drivers, diam.	52"
Steam pressure	180 lb.
Grate area	64.7 sq. ft.
Water heating surface	2607 sq. ft.
Superheating surface	579 sq. ft.
Weight on drivers	195,200 lb.
" total engine	219,000 lb.
Traction force	51,500 lb.

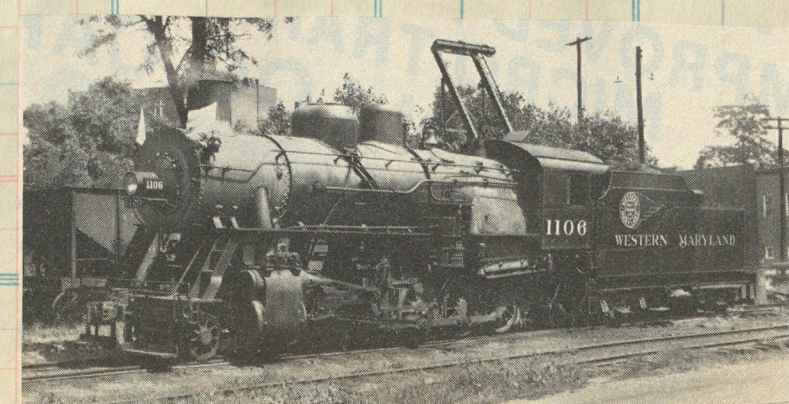
Decapod Type Locomotive, Class 11, Originally Built for Export to Russia, and Assigned to the Western Maryland by the United States Railroad Administration in 1918



ex USA #1112
c/n 47734



The 1108 (ex USA #1123) swings out of Williamsport with a westbound local.



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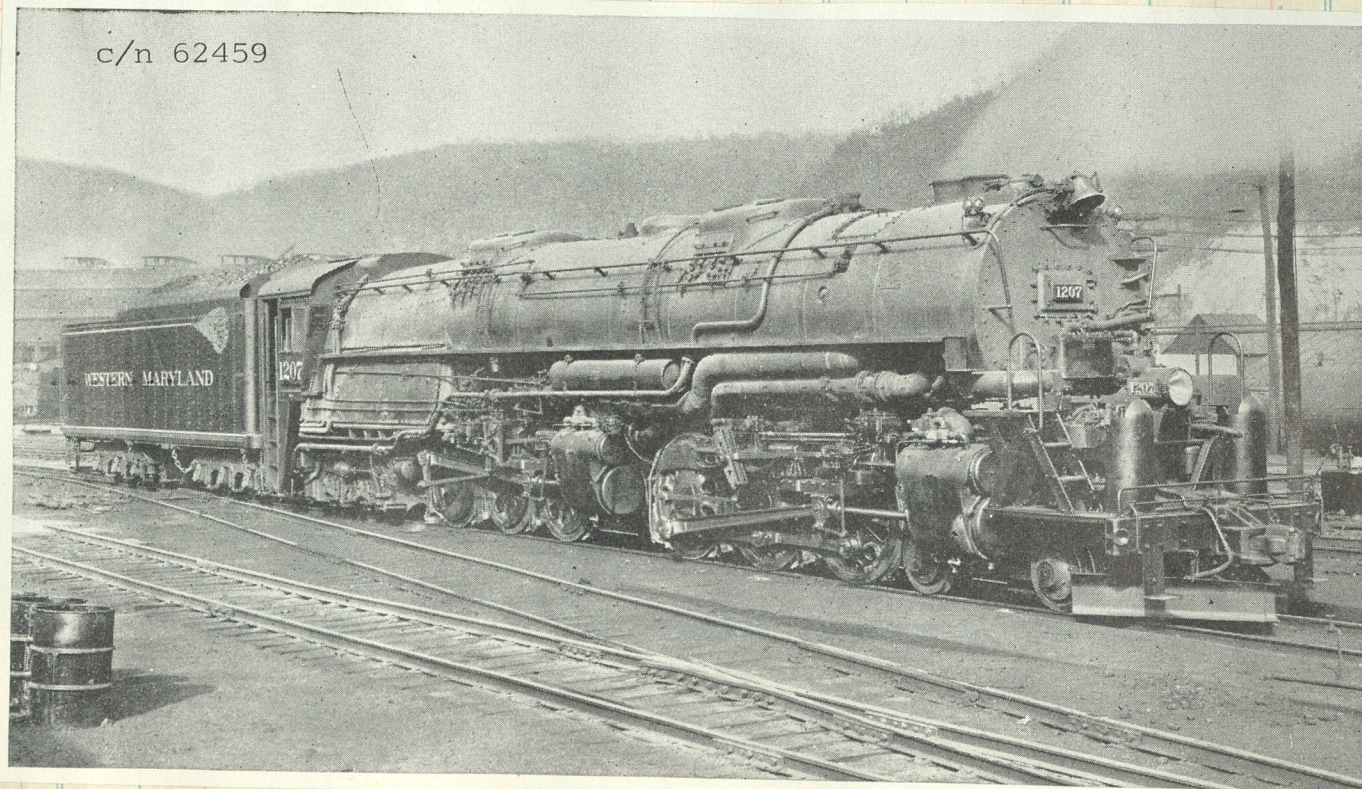


M-2

The concluding 4-6-6-4, #1212, clouds up 'The Narrows' as she heads west out of Cumberland. Ahead is a steady climb for 23 miles to lift her tonnage up 1,755' to the summit at Deal. The W. M. never thought the M-2's lived up to their expectations. They were inclined to be 'slippery' and were never balanced properly which made them rough riding. Never-the-less, they put in over a decade of service before being retired.

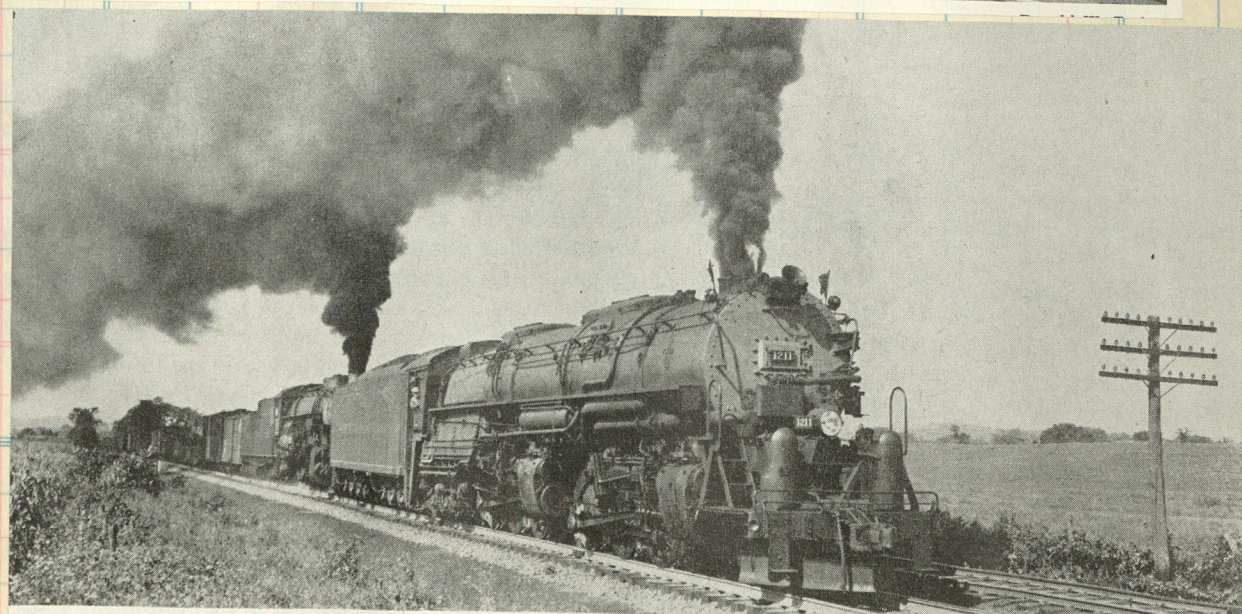
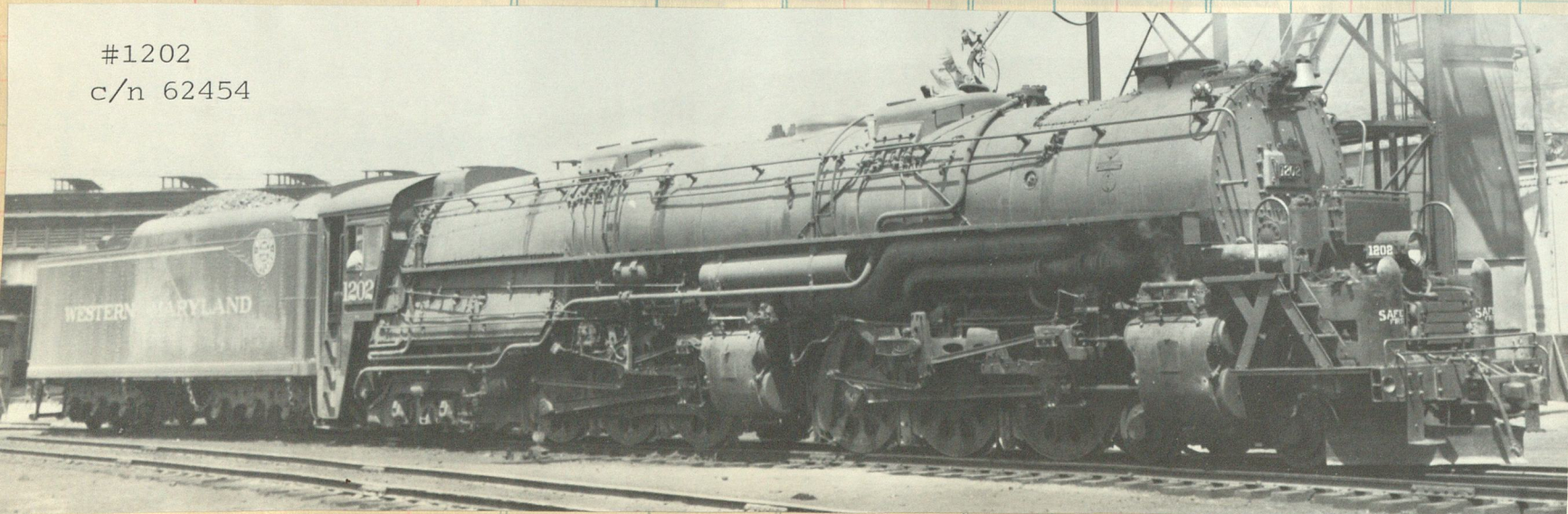


#1206



c/n 62459

#1202
c/n 62454



Western Maryland 4-6-6-4 No. 1211 helps 2-10-0 No. 1114 climb this grade into Hagerstown Yard.

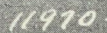
Donald W. Furler



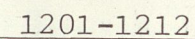
Principal dimensions of the Western Maryland class M-2

Cylinders (4), diameter and stroke, in.	22 x 32	Weight on drivers, lbs.	402,266
Diameter of drivers, in.	69	Weight on front truck, lbs.	81,500

Weight on trailing truck, lbs.	117,234	Evaporative heating surface, sq. ft.	5770
Weight of tender (2/3 load)	338,250	Superheating surface (Type A), sq. ft.	1735
Grate area, sq. ft.	118.8	Tractive effort, lbs.	95,500
Steam pressure, lbs. per sq. in.	250	Tender capacity	22,000 gal.; 30 tons

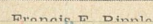


Western Maryland.



Baldwin 1940

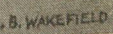
c/n 62455



↑ Heavy, husky Challenger No. 1209 of the Western Maryland comes slamming into an Elkins Division siding with a coal drag. This 4-6-6-4 and 11 duplicate sisters were built by Baldwin in 1940-41 to supplement older Decapods.



#1205 eastbound near Sand Patch



Storm on the Mountain



The sweeping Helmstetter's Curve in Cash Valley made a perfect location to record train action. Located about five miles west of Cumberland the track made a ninety degree turn to climb up the shoulder of Piney Mountain on a 1.75% grade. This is the Fore and Aft of Trn WM-1 with the 1203 on the point and a 1100rd shoving hard against the caboose.



Eastward freight train hauled by a Class J-1 engine 4-6-6-4 type crossing the Salisbury Viaduct at Meyersdale, Pa., on the Elkins Division. Photo courtesy Western Maryland RR.



Another shot of WM-1. This time headed by the 1204 high above Frostburg.

W. M. 1208 tackles the grade near Frostburg, Md., with 100 empty coal cars in the summer of 1947.

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The final block of engines received by the W. M. was twelve 4-8-4's noed 1401-1412 supplied by Baldwin in January 1947

"Potomacs" 1412 & 1406 eastbound approach MY tower with a manifest out of Knobmount yard.



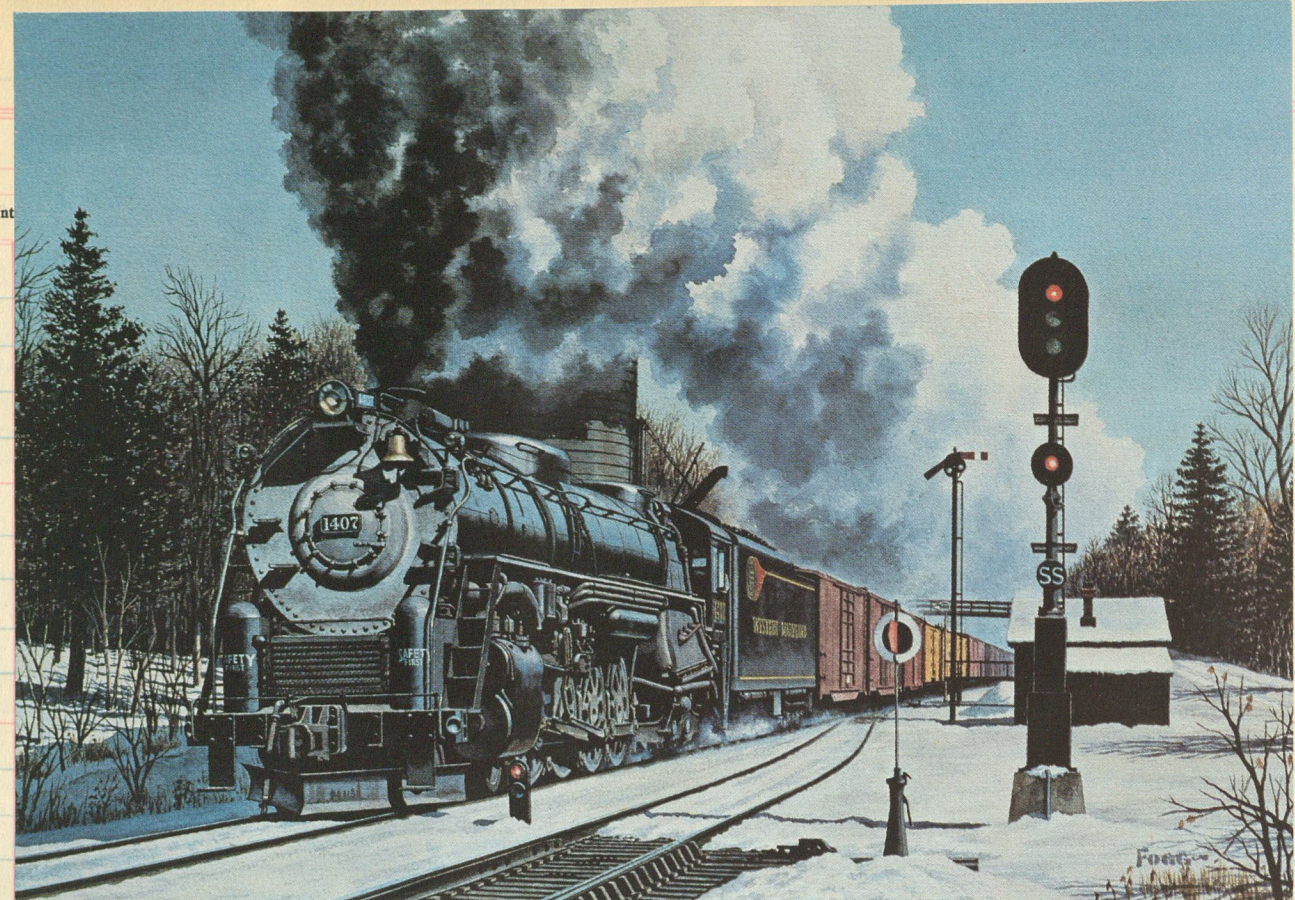
Emerging from the west end of Knobley tunnel



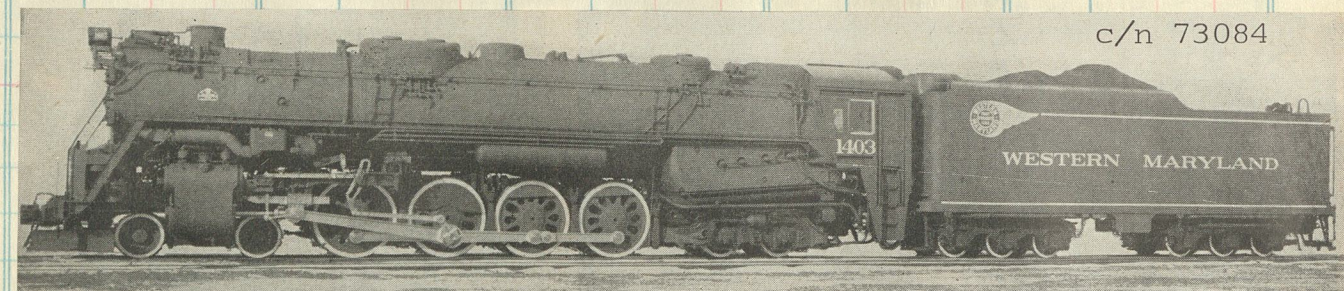
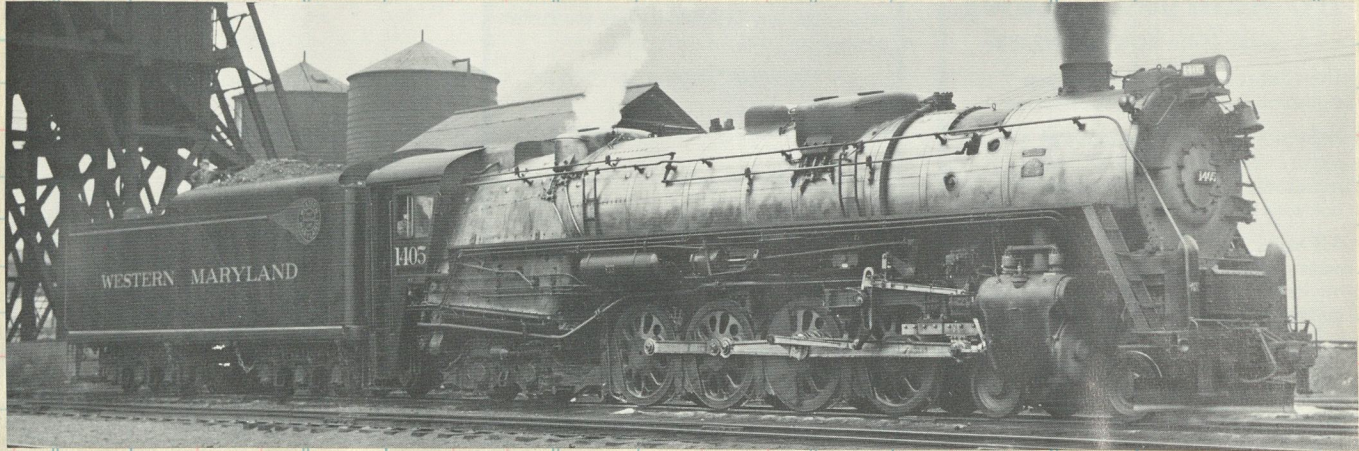
Storming through Moffet, Md.



Opaqued by her exhaust the 1411 erupts out of the east end of Knobley tunnel.

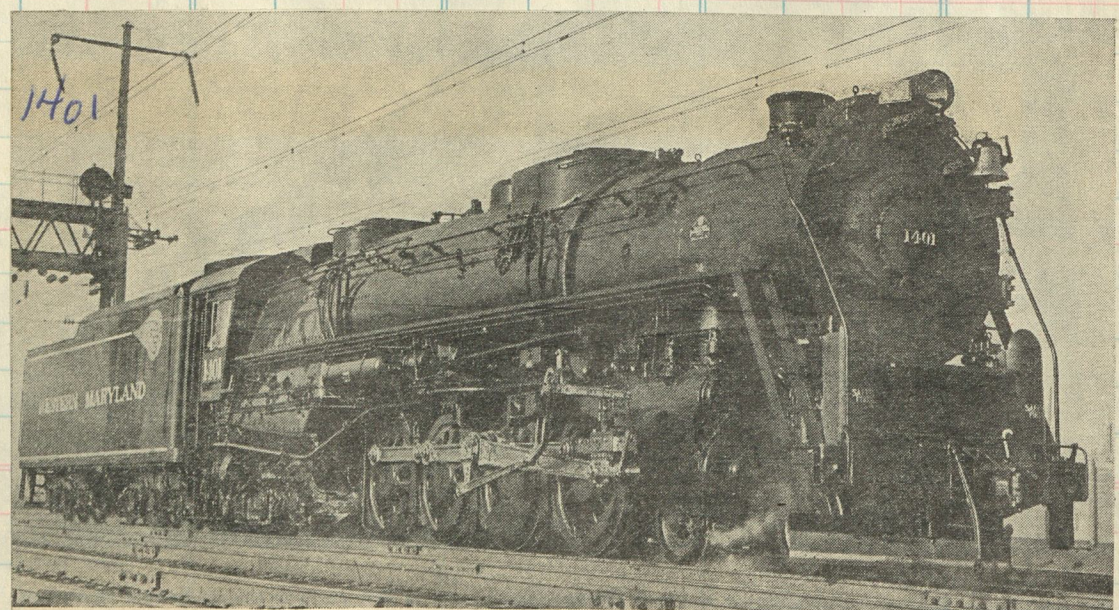


Howard Fogg illustrates a "Fireball Expediter" charging over the summit at Deal



Western Maryland 4-8-4 Type Locomotive for freight service. Class J-1, Road Nos. 1401-1412. Built by The Baldwin Locomotive Works.

Traction force	70,600 lb.	Driving wheel base	19 ft. 3 in.
Cylinders, diameter and stroke	26 1/2 in. x 32 in.	Total engine wheel base	46 ft. 10 in.
Drivers, diameter	69 in.	Fuel	Soft coal
Weight on drivers	290,000 lb.	Grate area	106.7 sq. ft.
Weight on front truck	98,500 lb.	Steam pressure	255 lb.
Weight on trailing truck	118,000 lb.	Evaporative heating surface	573 + 4,401 = 4,974 sq. ft.
Total weight of engine	506,500 lb.	Superheating surface (Type E)	2,170 sq. ft.
Weight of tender, 3/4 loaded	340,500 lb.	Tender capacity	22,000 gal., 30 tons

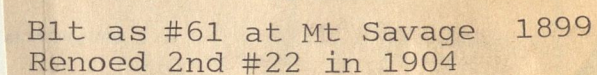


C. A. Brown, Box 128, Rutledge, Pa.
The first of 12 new 4-8-4 locomotives being built by Baldwin for Western Maryland leaving the locomotive works.

Last steam operations made by #1412 on a freight run Cumberland to Hagerstown July 16, 1954.
Eng #830 worked the final steam assignment in Cumberland yard on July 20, 1954.

29

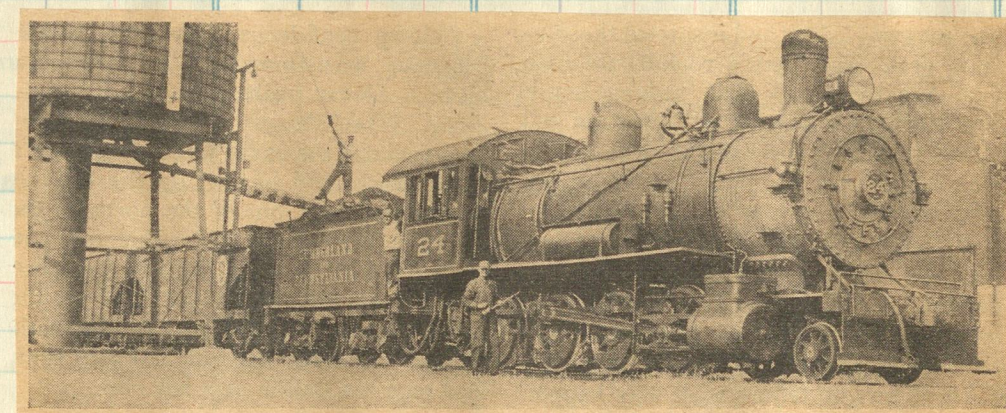
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In 1927 the C&P operated 50 miles with 21 engines, 1477 freight and 13 pass cars.

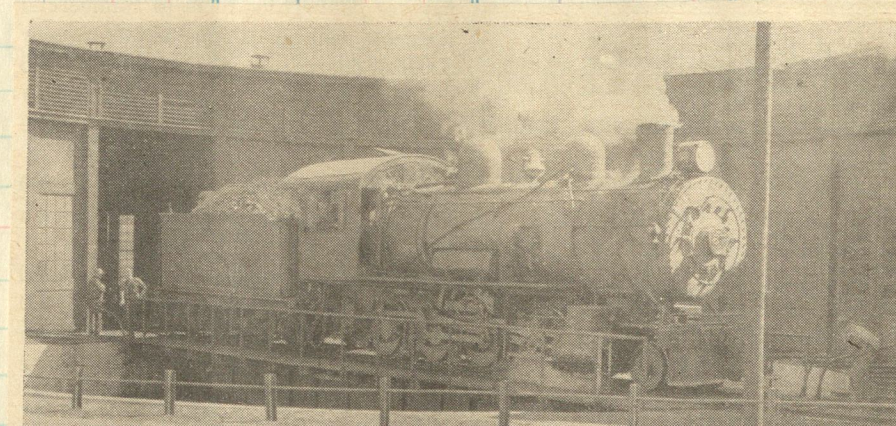
Acquired by the W. M. 1944

A snowy day at Mount Savage, and the Davis camera finds Cumberland & Pennsylvania 22, a home-built Consolidation, road-ready at the place of her birth.



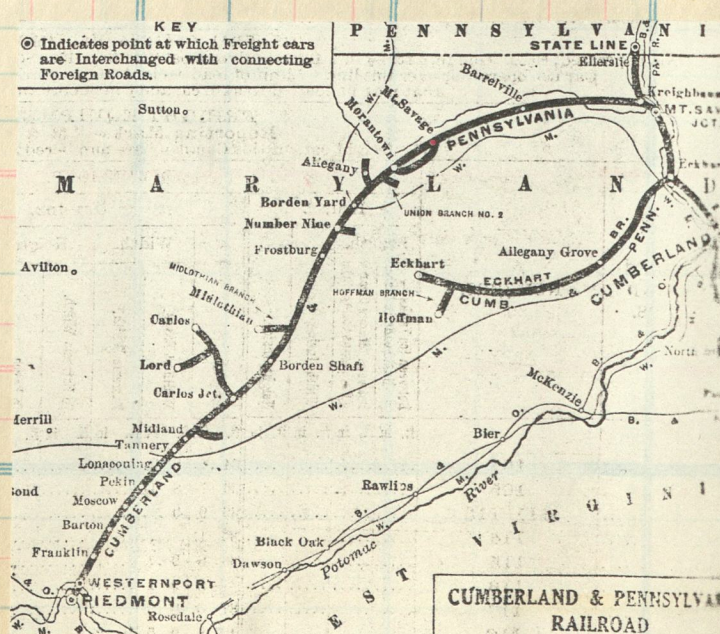
Blt as 2nd #25 Mt Savage 1901

2nd #21 blt at Mt Savage in 1898 as the 2nd #26 (WDE)



CUMBERLAND & PENNSYLVANIA ENGINE 27 AT ENGINEHOUSE IN MT. SAVAGE, MD. Norris Young

Blt at Mt Savage 1910



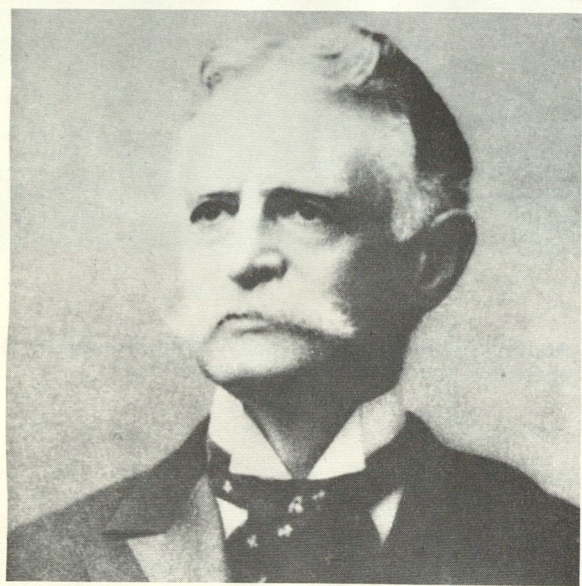
D. A. C., Pittsburgh, Pa.—The Cumberland & Pennsylvania RR owns 50 miles of track, 11 locomotives, 6 passenger, 139 freight, and 36 miscellaneous cars. It operates between Piedmont, Pa., where it connects with the Baltimore & Ohio and the Western Maryland; and Cumberland, Md., where it connects with the same two roads again. In addition to freight service, the line operates four passenger trains, daily.

Purchased from the Brill Co in 1929

Virginian

No. Clos. No.

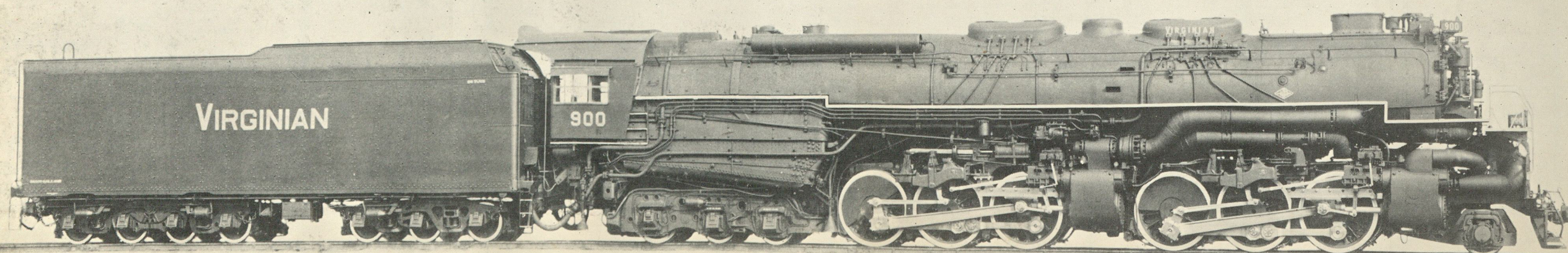
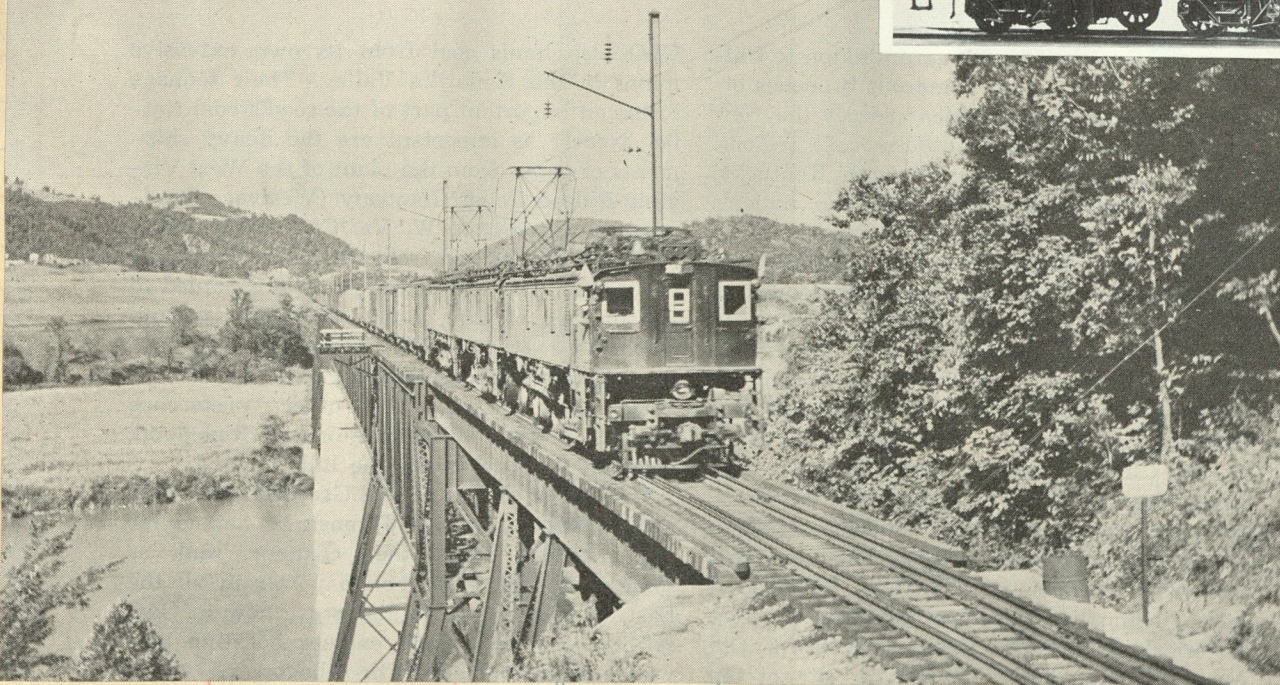
The Virginian Railway Was the Most Expensive to Build, Costs the Least to Operate, Runs the Heaviest Trains, and Earns the Biggest Profits



HENRY HUDDLESTON ROGERS

Virginian rolls its bituminous traffic to tidewater in 10,000-ton trains behind 6800-horsepower electrics and 2-6-6-6 articulateds

An extra near Glen Lyn, Virginia



900-907

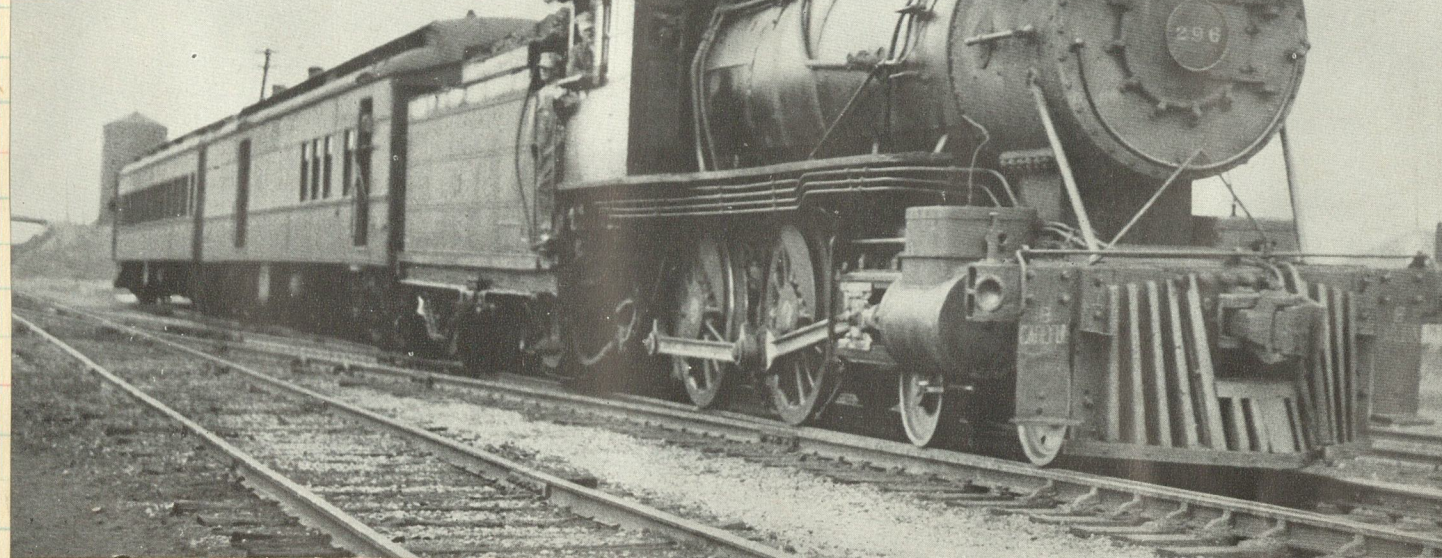
c/n 8859

LIMA 1945



VIRGINIAN RY.

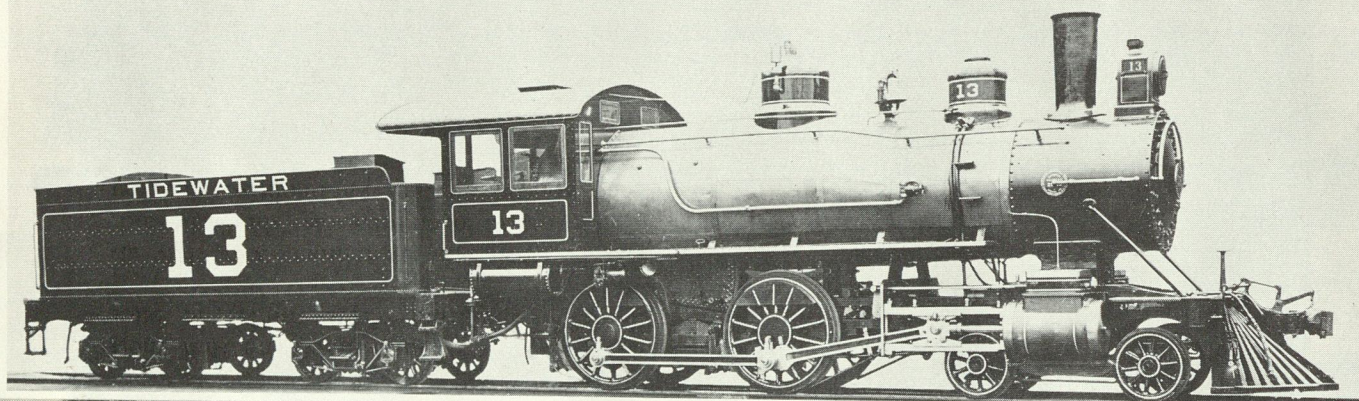
SALES AT



It is quite a sharp contrast between heavy tonnage coal trains and 2-10-10-2 mallets when compared with the 296 (ex Tidewater #13) as it departs Victoria, Va. with the Roanoke-Norfolk local.

Baldwin 1906 c/n 29666

Renoed VGN 102, 296



Extra 709, a USRA 2-8-8-2 built at Richmond in 1919 c/n 61121, waits into clear on the CTC district between DB tower [Deepwater Bridge] and Mullens.

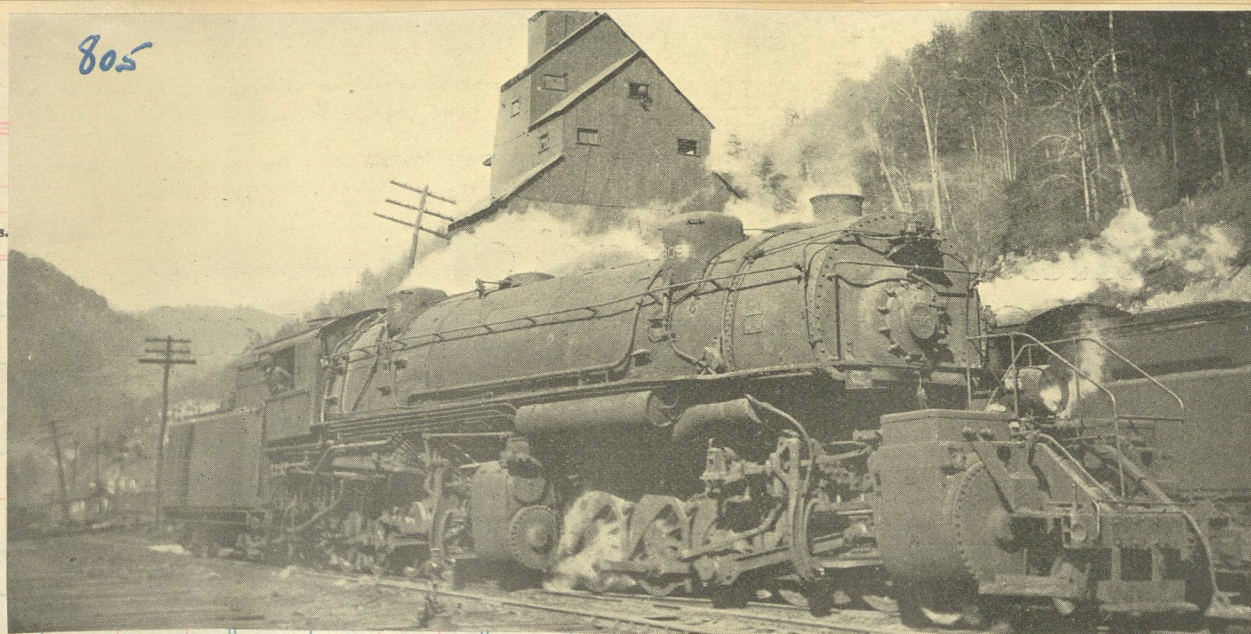
As of 1927 the VGN was operating 545 miles with 161 engines [plus 12 electric] along with 10280 frt and 65 passenger cars

F. J. B., Danbury, Conn.—The Virginian Ry. was incorporated in 1904 as the Tidewater Ry., and the name was changed in 1907. In 1922 it leased the Virginian & Western for 999 years, and at present has 608 miles of track, 175 locomotives, 9,005 freight, 62 passenger and 356 miscellaneous cars. Its main line runs between Norfolk, Va., and Charleston, W. Va.

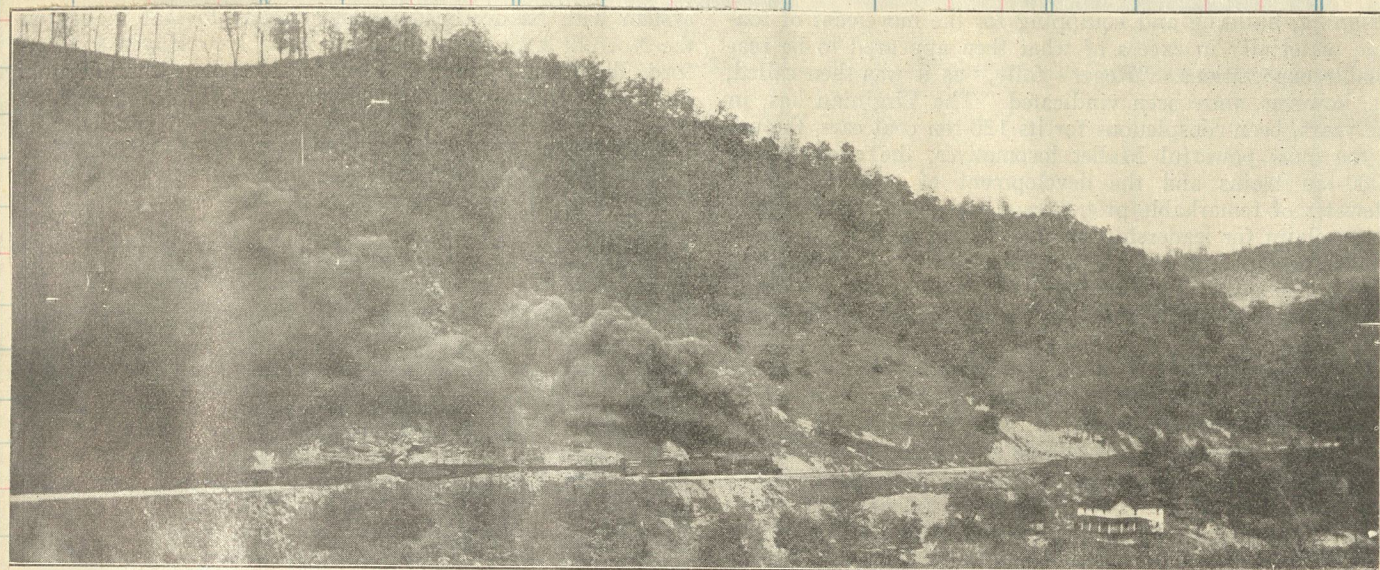
(102)

805

Clos.



The 805, a massive, powerful collection of machinery.

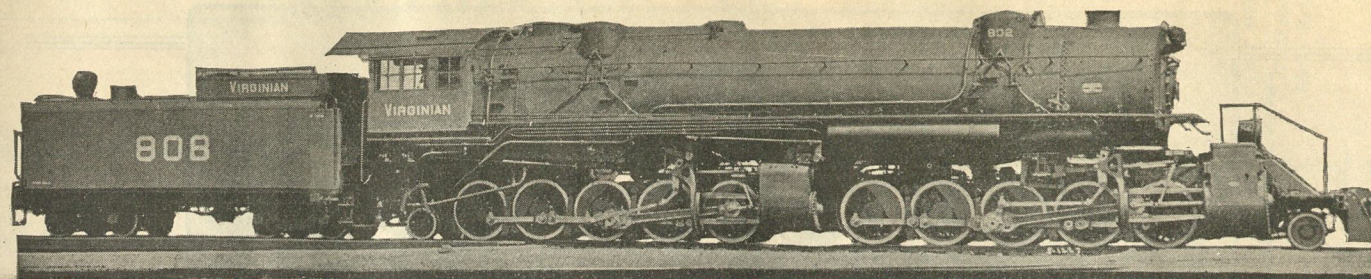


A Heavy Coal Train on the Virginian West of Rock, W. Va.



Chas. USB

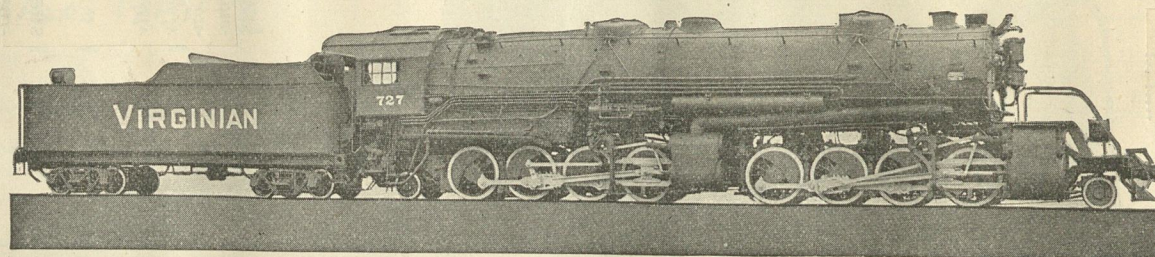
Same
spec as
727



800-809

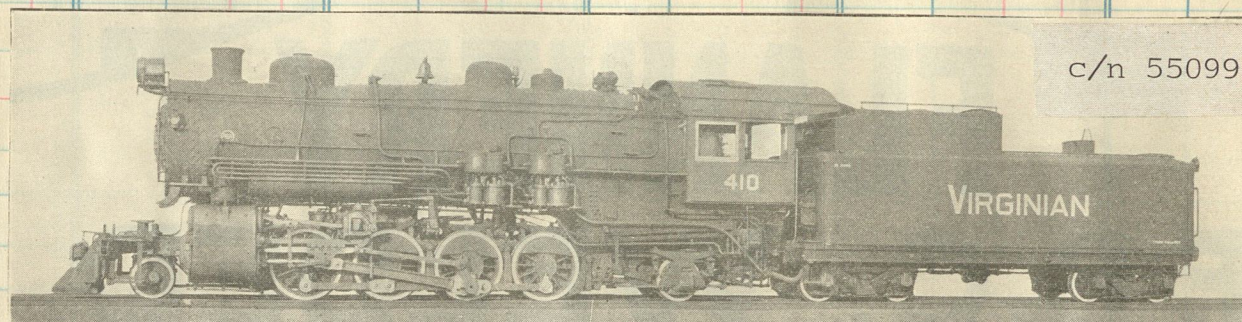
c/n 60008

Schenectady 1918



#727, one of fifteen,
(721-735) delivered by
Richmond 1923 c/n 64556

Total Weight of Engine, 531,000 pounds; Weight on Driving Wheels, 477,000 pounds; Diameter of Driving Wheels, 57 inches; Boiler Pressure, 240 pounds; Cylinders, 25 & 39 x 32 inches; Maximum Tractive Power, Simple, 121,600 pounds, Compound, 101,300 pounds.



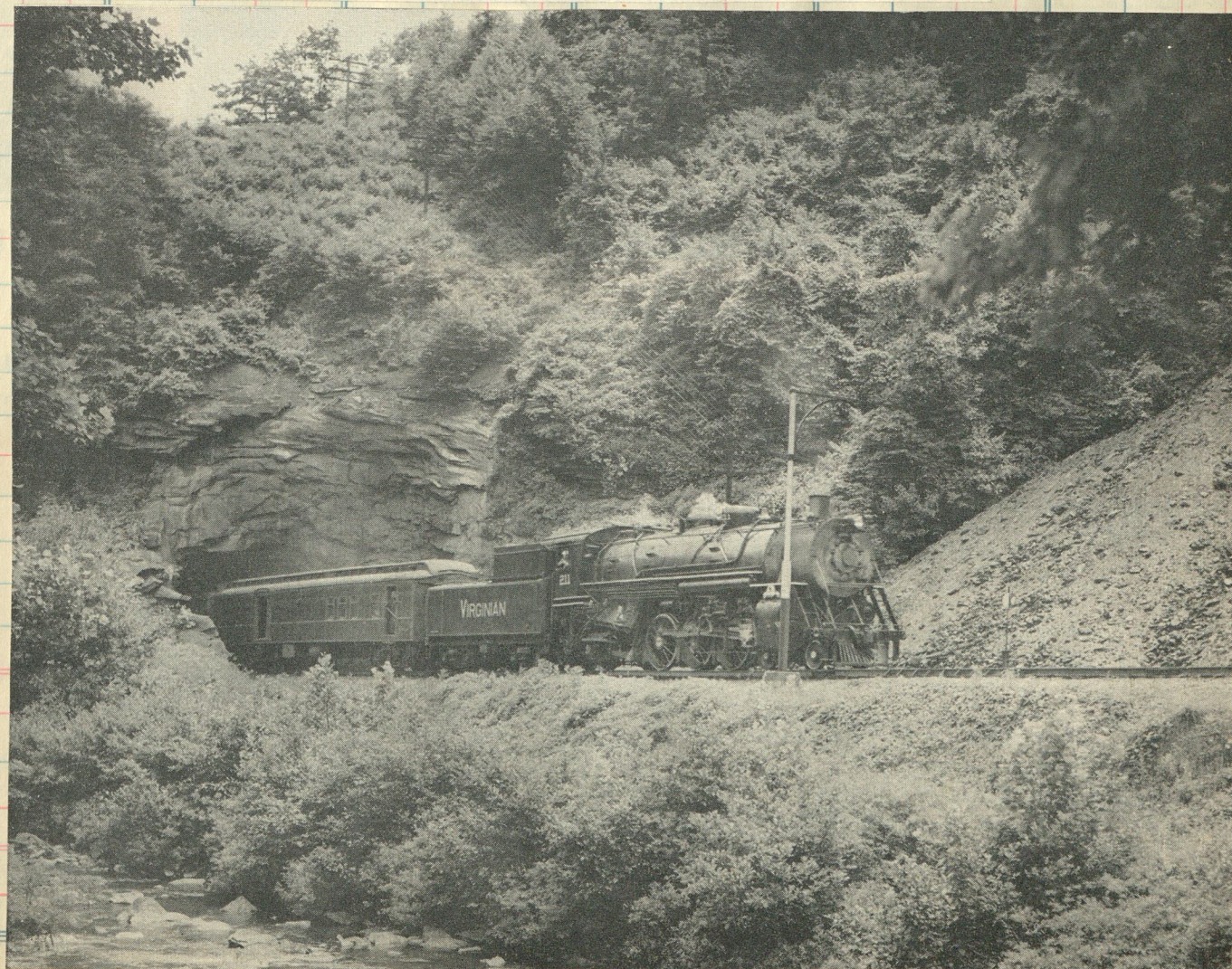
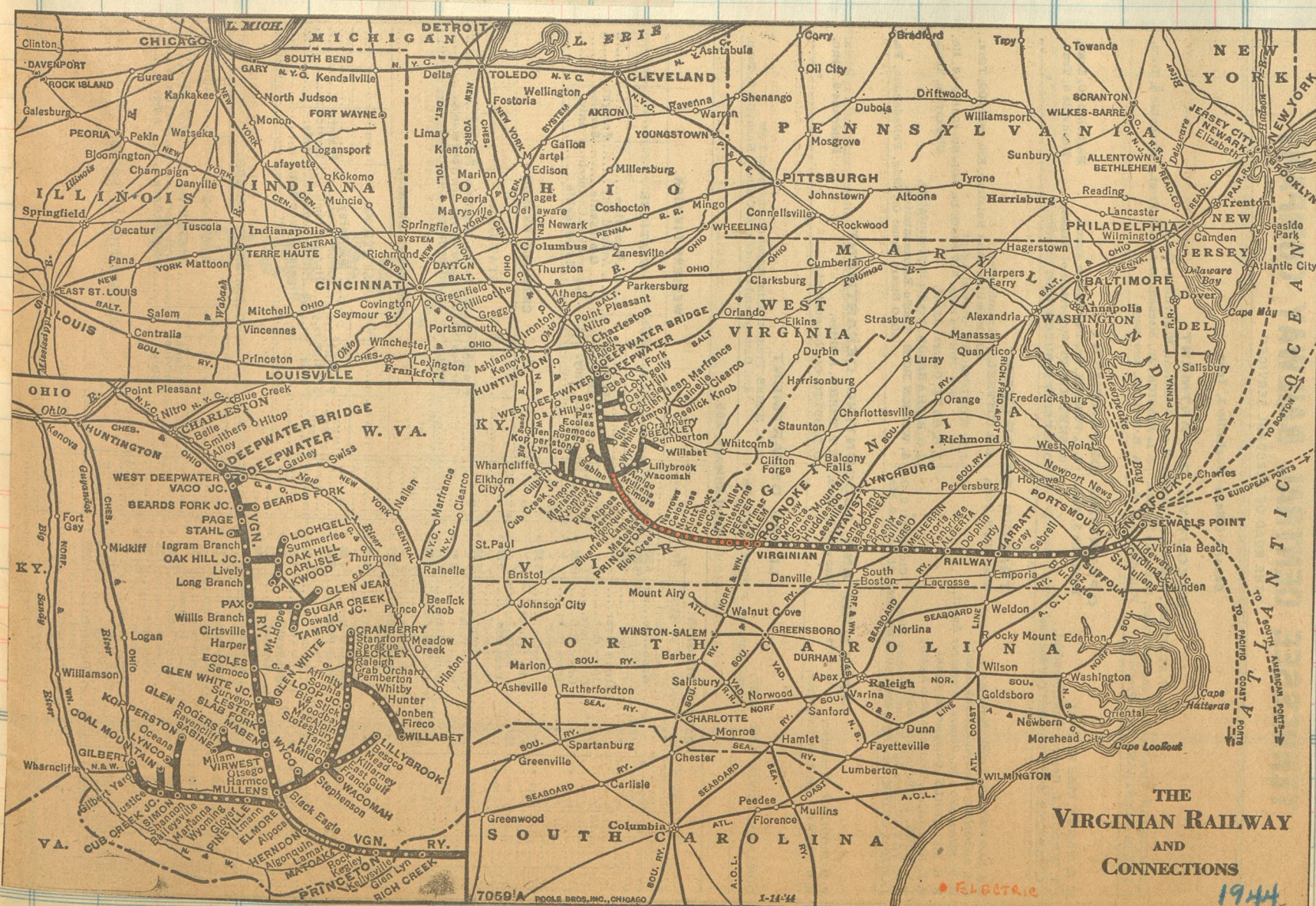
c/n 55099

Built with running gear from former #700 by Baldwin 1921

T.F. 231,000



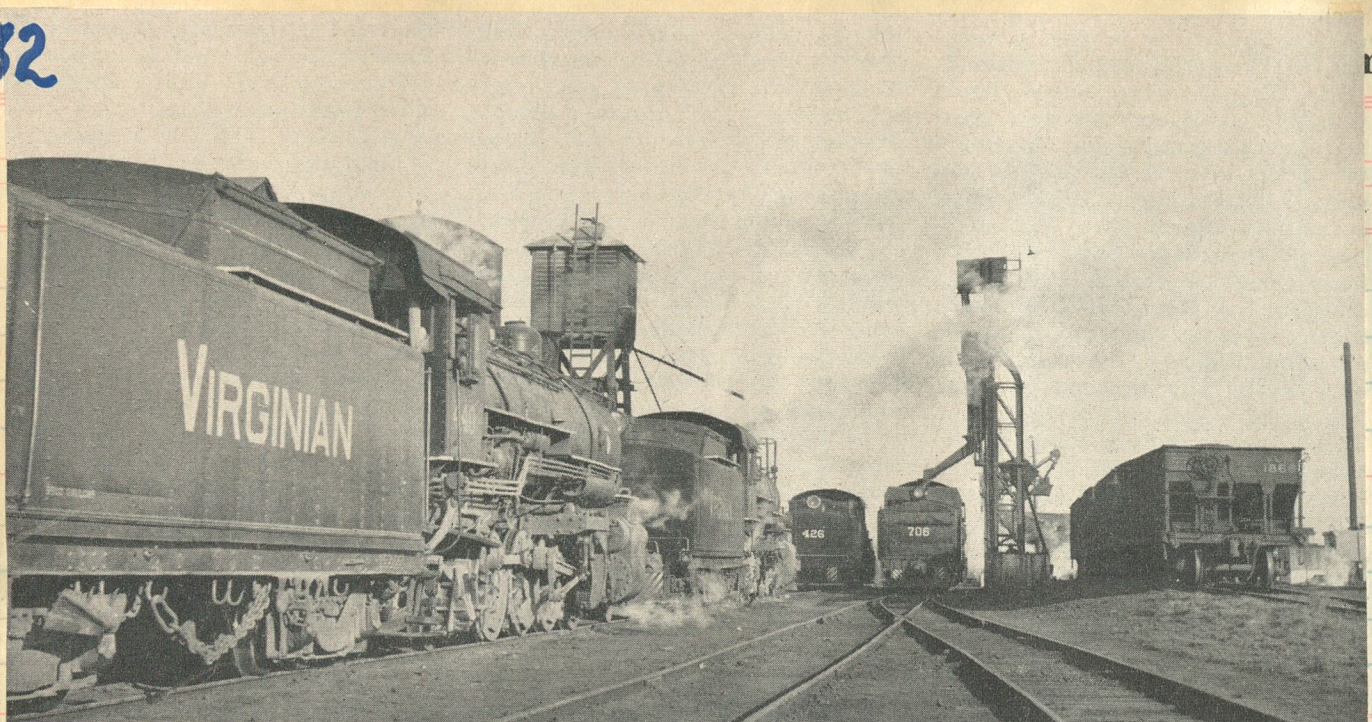
The 100, first of the three unit electric motors, blt by Schen-Westinghouse in 1925. C/n 65794-95-96. 100-108 delivered in 1925 and nos 109-111 in 1926.



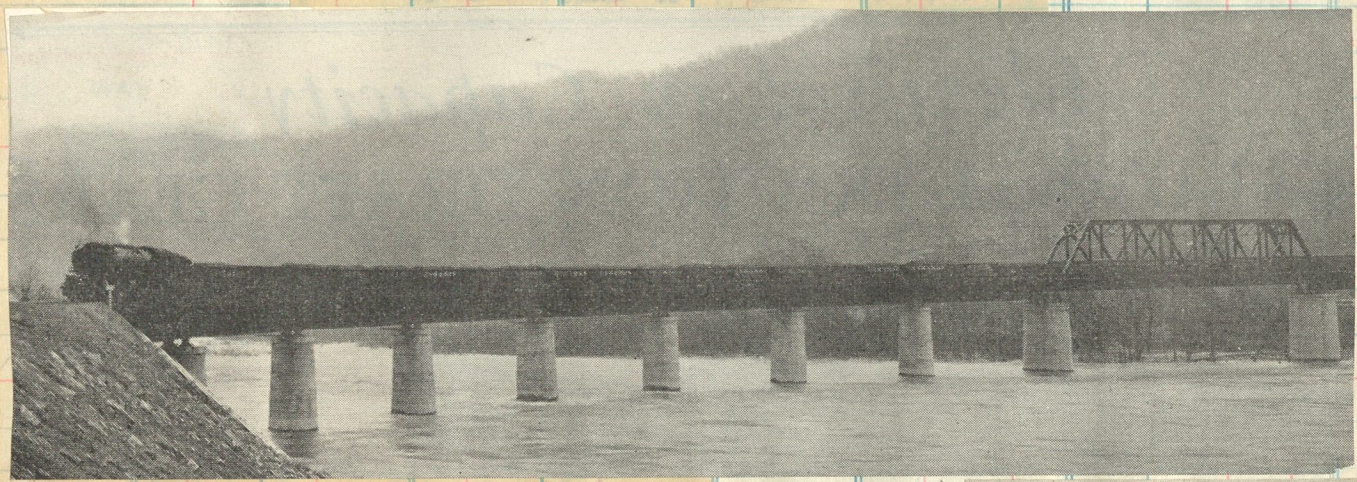
Pacific #211 proudly leads Trn #3 thru the West Virginia hills approaching the junction point of Mullens. Richmond delivered six (210-215) of these handsome 4-6-2's in 1920.

same as 802 31

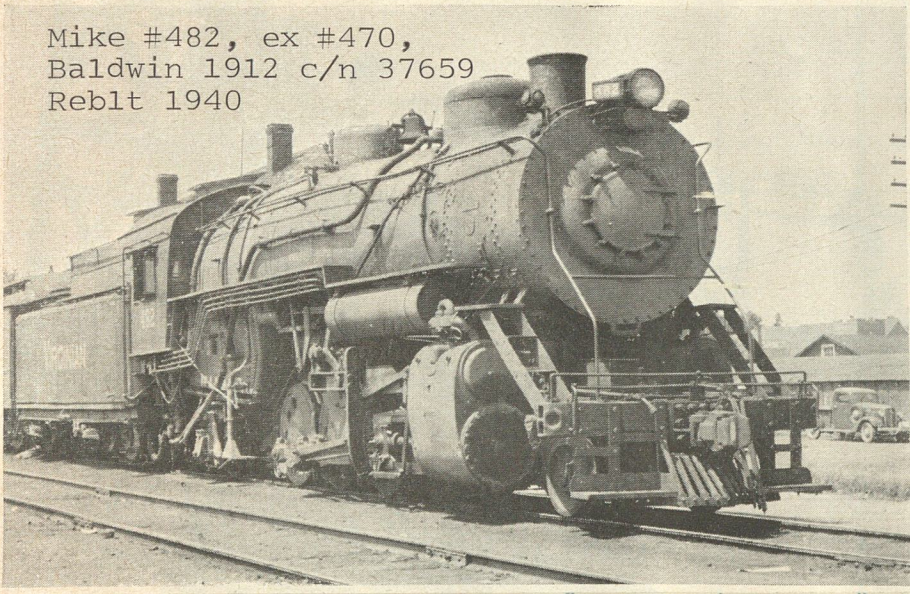
Amount	Clos. No.	Sold	Amount



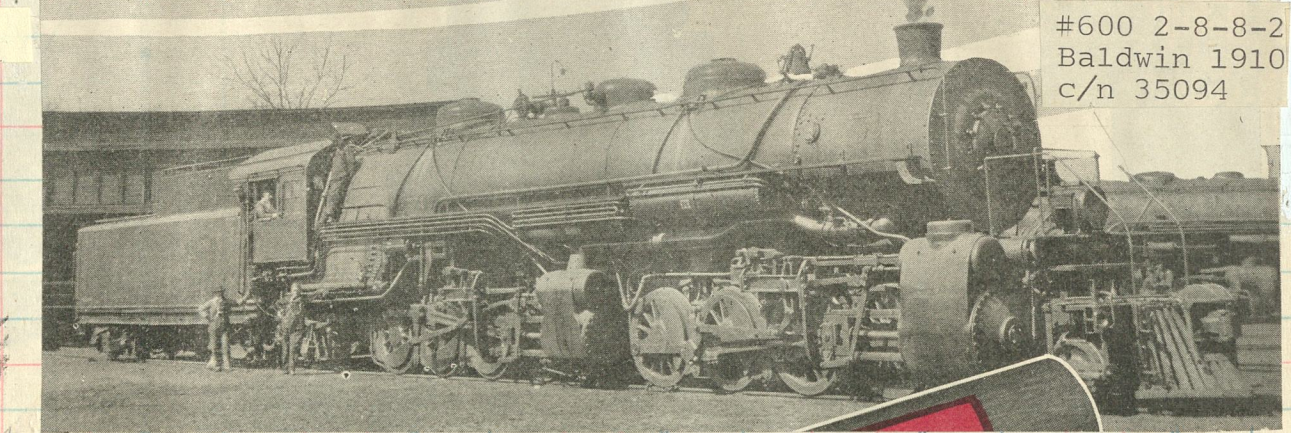
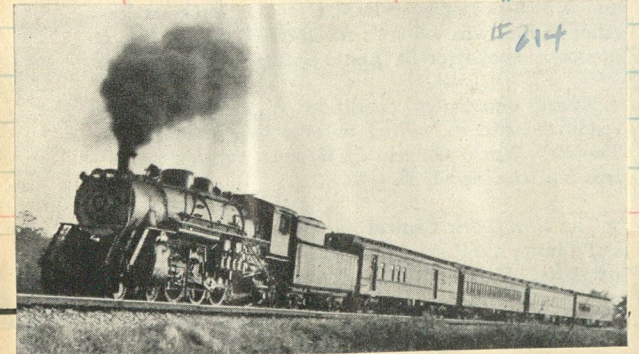
Service facilities at Sewells Point



Crossing the New River at Deepwater

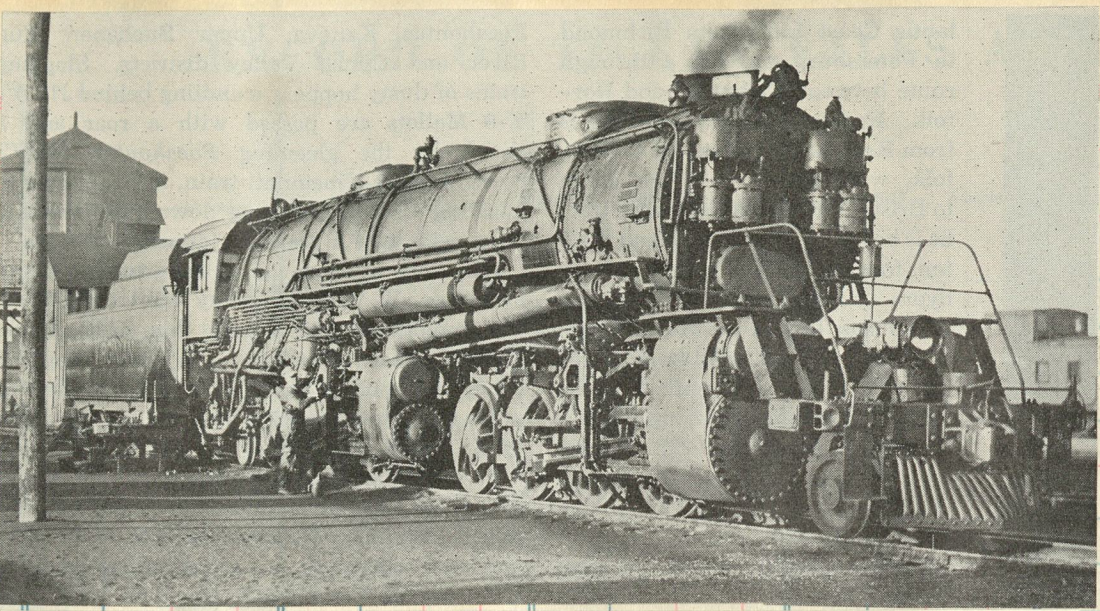
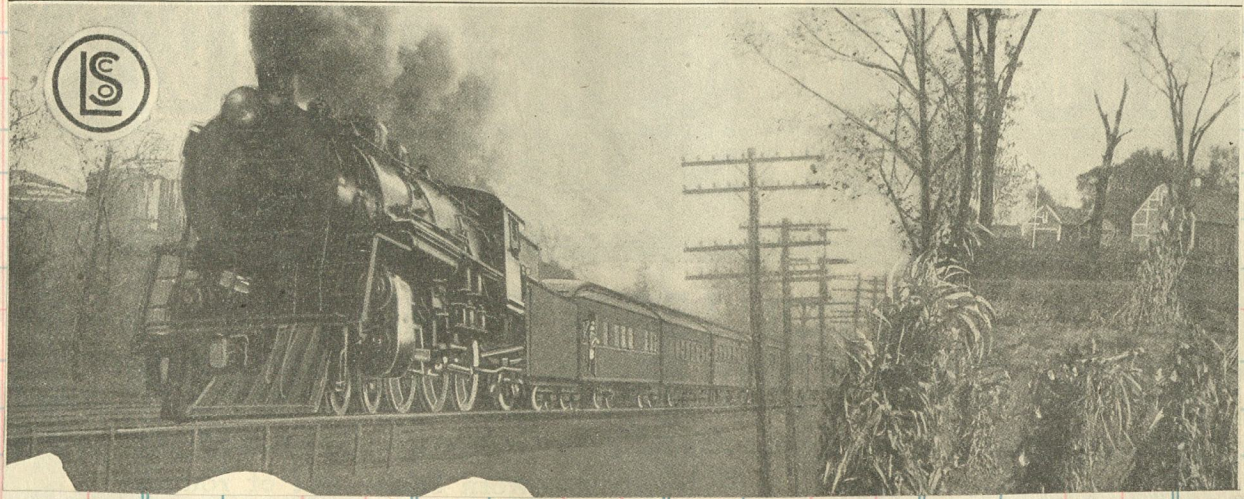


Mike #482, ex #470,
Baldwin 1912 c/n 37659
Rebldt 1940

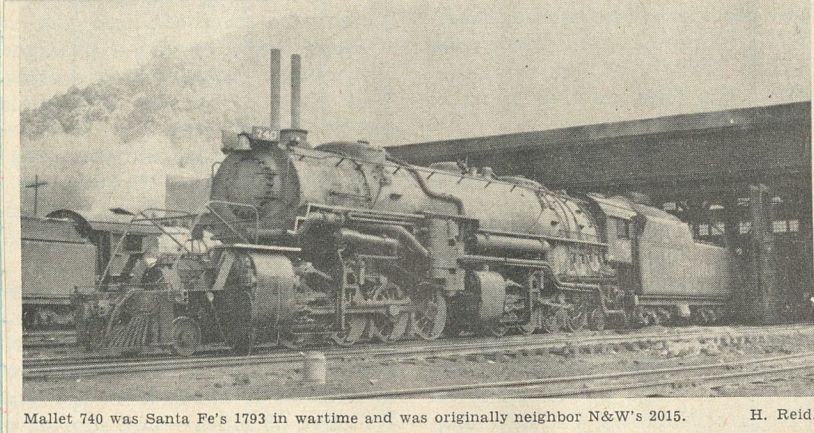


#600 2-8-8-2
Baldwin 1910
c/n 35094

Virginian Railway train No. 3, Duplex Stoker-fired Pacific type Engine No. 211, passing Salem, Va.



#712 c/n 61124 Richmond 1919



Mallet 740 was Santa Fe's 1793 in wartime and was originally neighbor N&W's 2015. H. Reid.

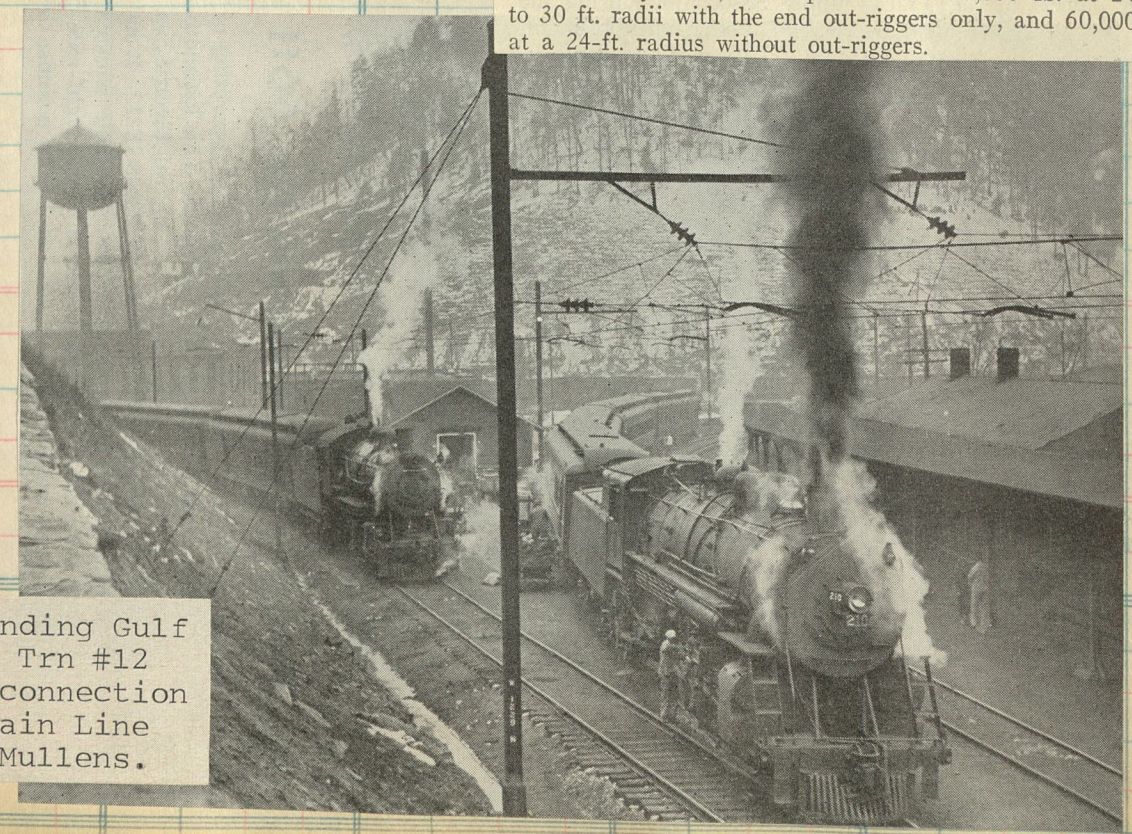
Virginian Places in Service 1923 Largest Wrecking Crane

THE VIRGINIAN has recently placed in service for use on its lines a new wrecking crane which it is claimed has the distinction of being the largest machine of the kind ever built. Heretofore, as far as is known, the largest railroad wrecking crane was a 160-ton machine having a maximum capacity of 320,000 lb. with all out-riggers in service. As compared with this, the new crane has a capacity on the main hoist of 400,000 lb. at a 17-ft. 6-in. radius with all

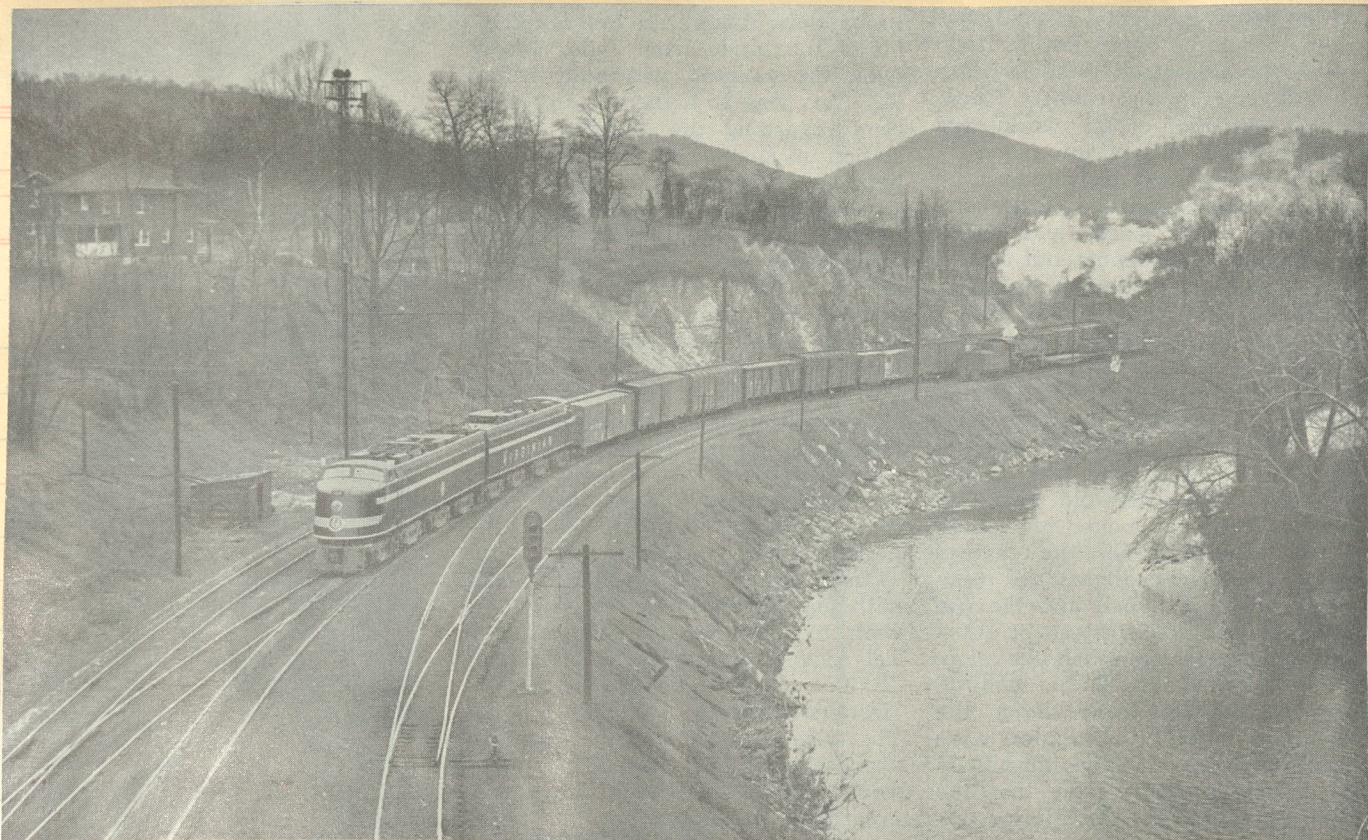


The New Crane Has a Capacity of 400,000 lb.

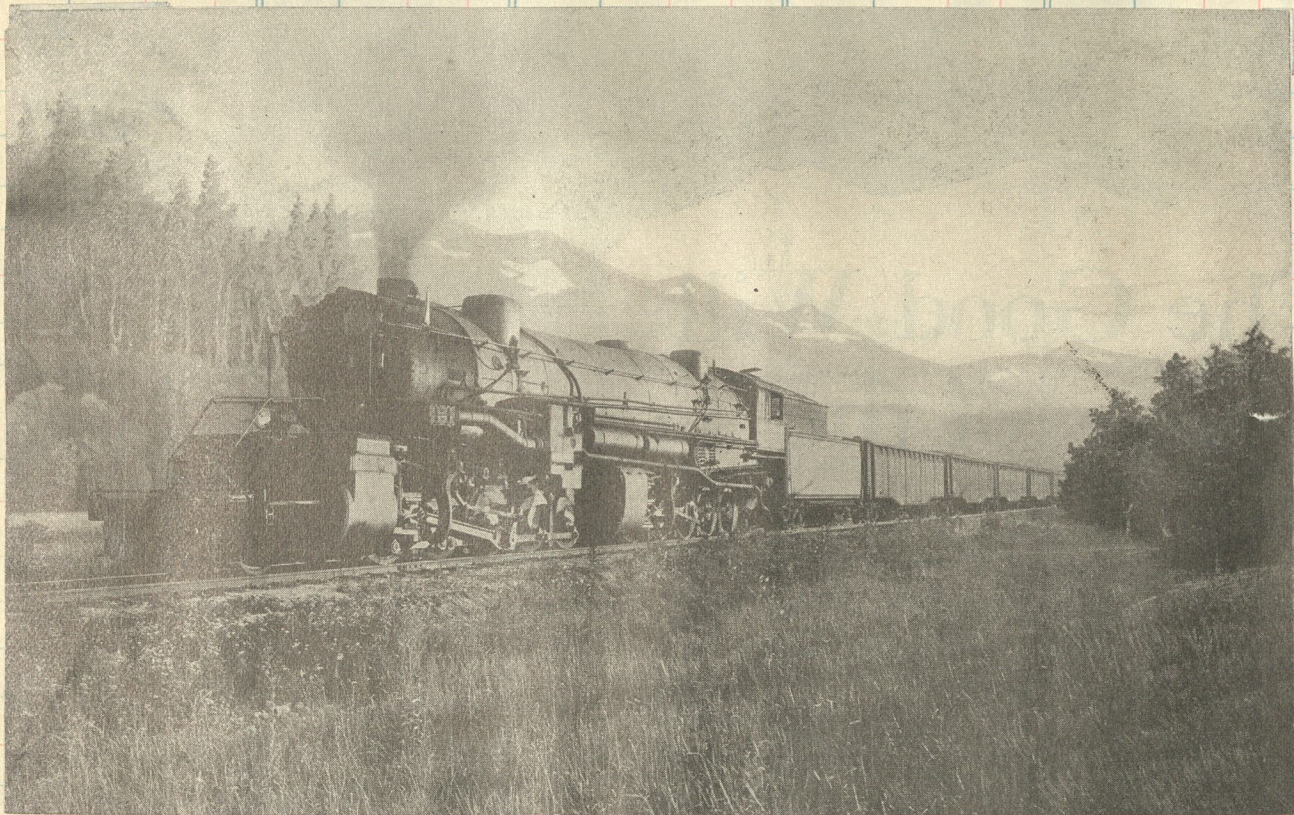
out-riggers in service, a capacity of 200,000 lb. at the same radius with end out-riggers only in service and a capacity of 85,000 lb. at the same radius without the out-riggers. On the auxiliary hoist, the capacities are 90,000 lb. at 24 ft. to 30 ft. radii with the end out-riggers only, and 60,000 lb. at a 24-ft. radius without out-riggers.



The Winding Gulf branch Trn #12 makes connection with Main Line #4 at Mullens.



One of four new electrics, nos 125-128, built by C E 1948



VIRGINIAN MALLET—2-10-10-2 TYPE
GRATE AREA—108.78 Square Feet. TRACTIVE EFFORT—Simple—176,600 lbs. Compound—147,200 lbs.

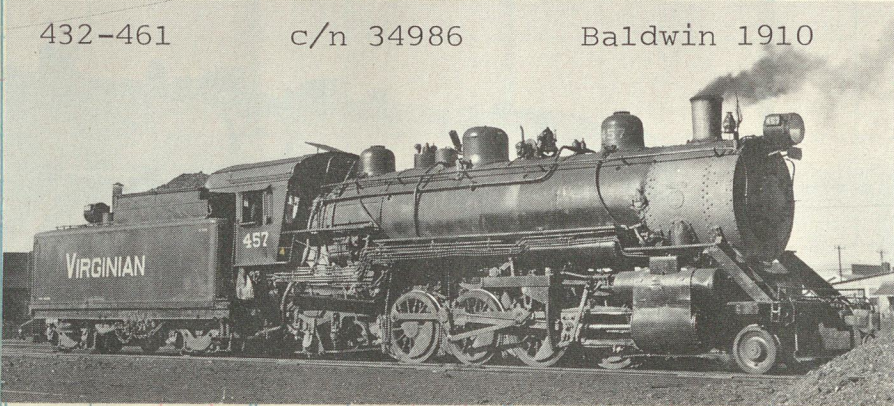


Pressed Steel Car Co
November 1920

19000-19999

Virginian Railway—120-Ton Gondola Car

432-461 c/n 34986 Baldwin 1910

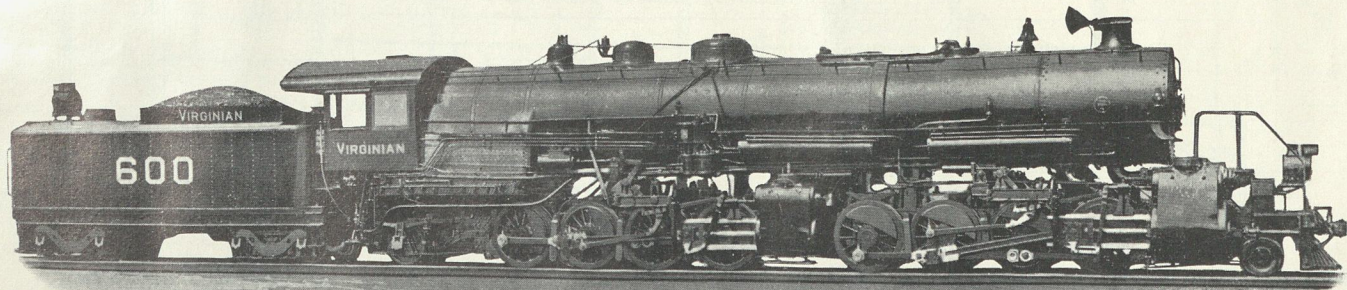


Electric shops at Mullens, W.V.

Baldwin 1910

c/n 35094

THE BALDWIN LOCOMOTIVE WORKS

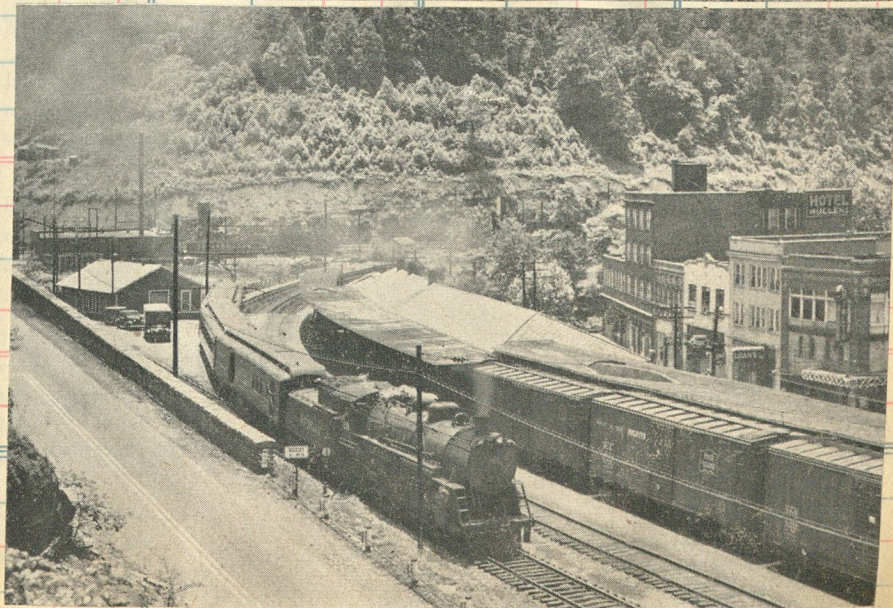
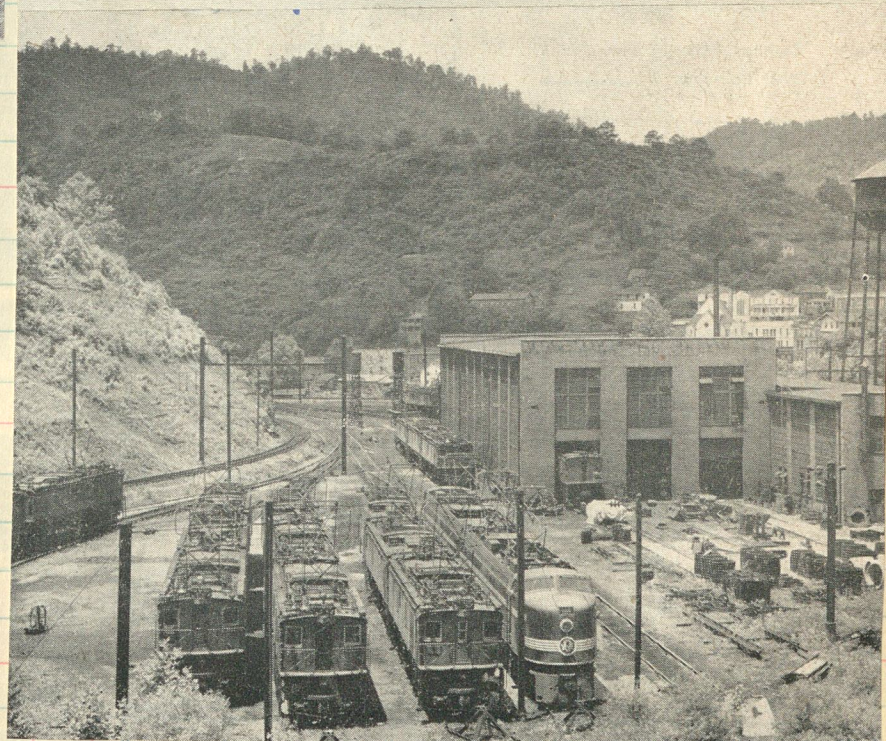


Virginian Railway Company

The locomotive shown above develops a tractive force of 97,200 pounds, and is capable of hauling a train of twenty cars, weighing seventy-eight tons each, with a caboose, up a compensated grade of two and seven-hundredths per cent. The boiler is of the separable type with a feed-water heater in the front section. A re-heater is used, and it consists of a group of thirty-one tubes, two inches in diameter. These are placed in a

twenty-one inch flue which traverses the water-heater. The steam distribution to all the cylinders is controlled by fifteen-inch piston valves. The high-pressure valves are arranged for inside admission, and the low-pressure for outside admission. This locomotive is capable of traversing twenty-degree curves, and it thus illustrates the flexibility which can be obtained, even in very large units, by using the Mallet design.

Initial 2-8-8-2 on the Virginian



Trn #4 with eng 215 departs Mullens

close EL28
TE 260,000



H. Reid.

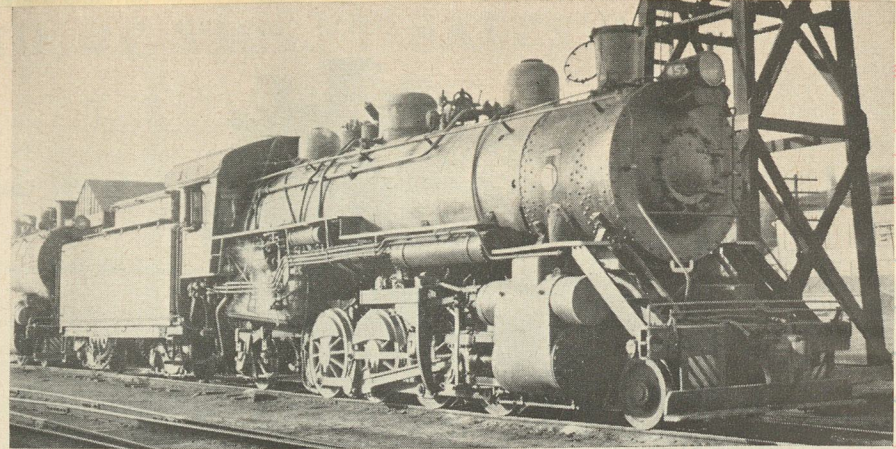
Not all railroad men have jobs that overflow with the traditional romance of rolling wheels. There are thousands like Nat Hill, who keeps the switch lamps clean and bright along the Virginian down around Norfolk, Va. In their way, they are equally as important as trainmen.

In the beautiful New River Gorge



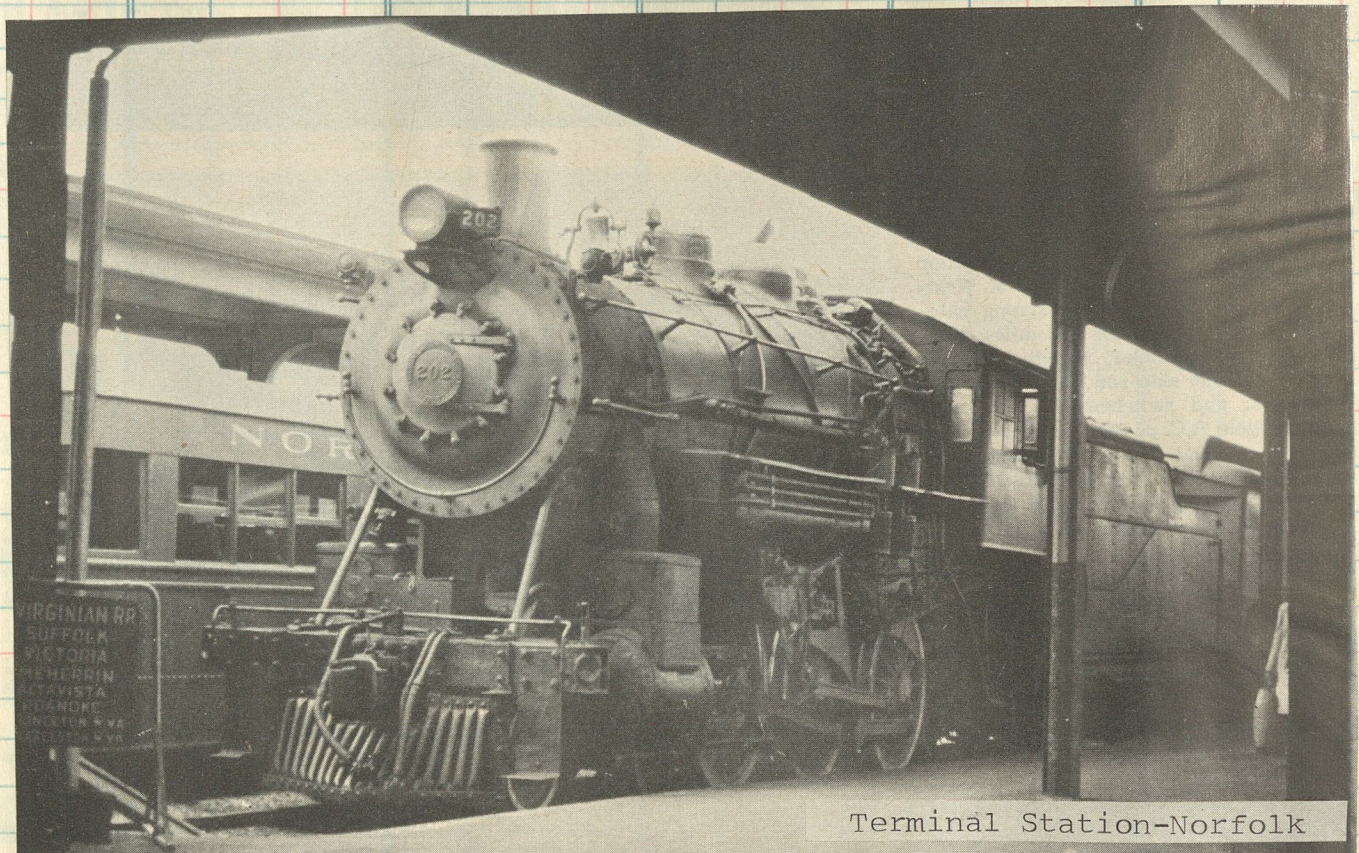
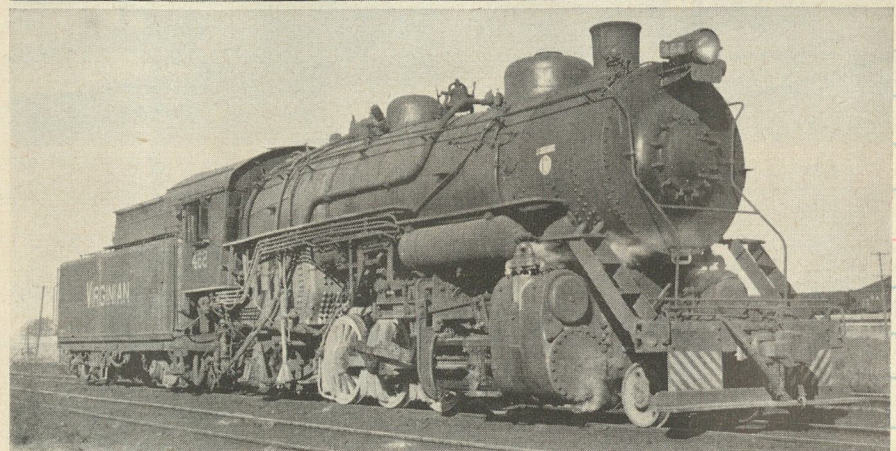
2-8-2

Indestructible MB-class Mikes came from Baldwin in 1909-10, have scattered numbers: 420, 429, 430, 432, 440, 442, 446, 447, 448, 453, 458, 459, 460. Earmarked by ecclesiastic whistles, they've done everything there is to do on the Virginian, refuse to bow to newer 0-8-0's in yard work today.

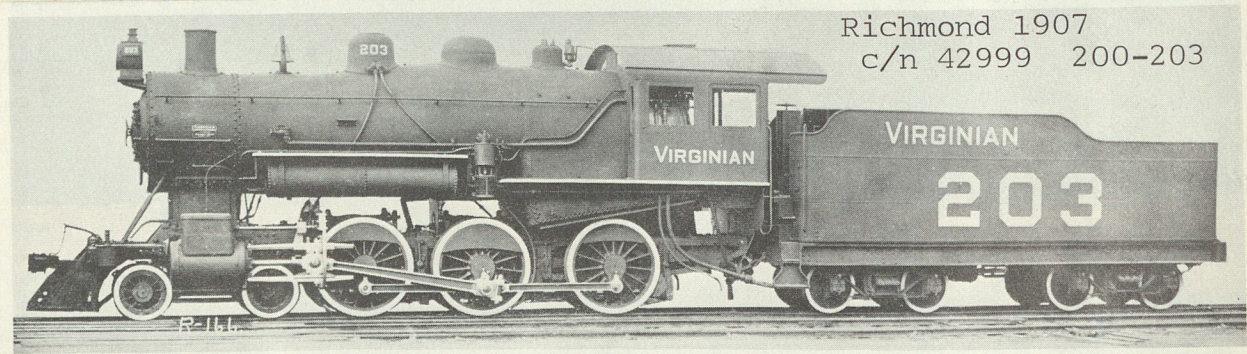


2-8-2

Bigger Baldwin Mikes — class MC — were purchased in 1912; these remain on the roster: 462, 464, 465, 468, 469, 473, 474, 476, 479. VGN classification is based upon Whyte formula; the first letter is abbreviation of name, second is rank in class — thus an MC is in VGN's third series of Mikados.



Terminal Station-Norfolk

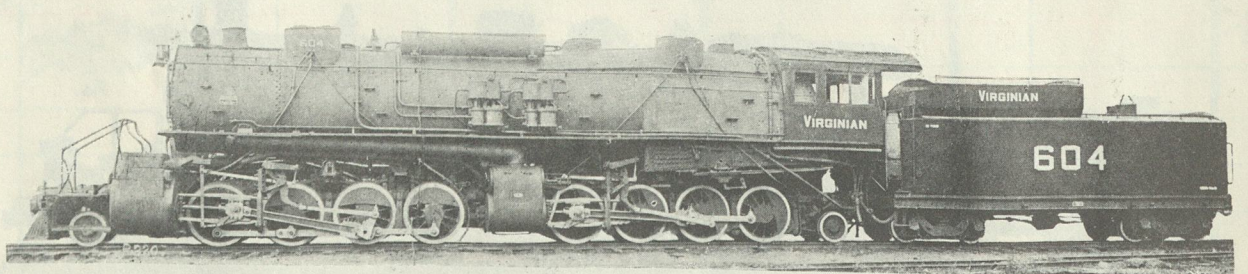


Richmond 1907
c/n 42999 200-203

601-604
Richmond 1912

VIRGINIAN RAILWAY

c/n 51030

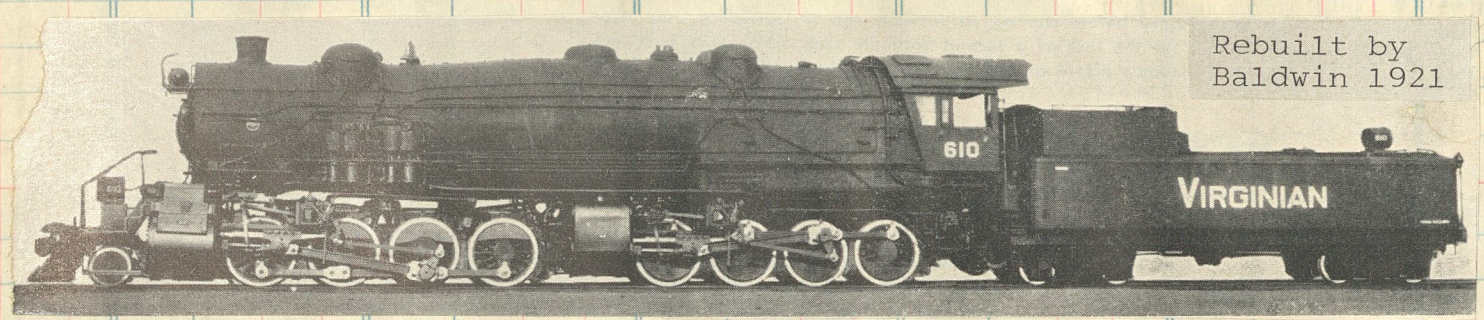
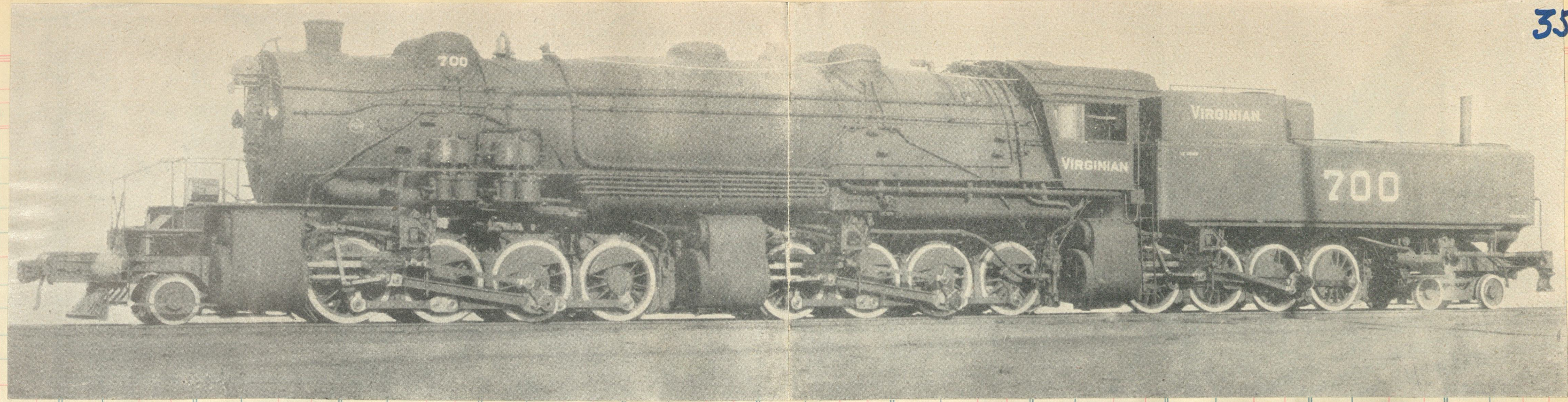


MALLET FREIGHT LOCOMOTIVE

6 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

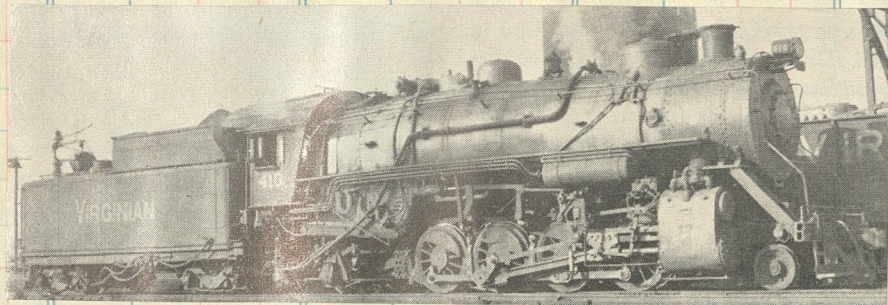
Cylinders	28 and 44 x 32 in.	Grate area	99.2 sq. ft.
Driving wheels, diameter	56 in.	Wheel base, driving	15 ft.—6 in. and 15 ft.—6 in.
Steam pressure	200 lbs.	“ “ engine	57 ft.—4 in.
Boiler diameter	100 in.	“ “ and tender	91 ft.—5 3/16 in.
Tubes, length	24 ft.—0 in.	Weight, leading	34,300 lbs.
“ number	48—5 1/2 in.	“ driving	479,200 lbs.
“ “	334—2 1/4 in.	“ trailing	26,500 lbs.
Heating surface tubes	6,348.7 sq. ft.	“ engine	540,000 lbs.
“ “ water tubes	69.3 sq. ft.	“ tender	204,000 lbs.
“ “ fire box	410.2 sq. ft.	Tender capacity, water	12,000 gals.
“ “ total	6,828.2 sq. ft.	“ “ coal	16 tons
“ “ superheater	1,320 sq. ft.	Maximum tractive power	115,000 lbs.

Clos. No. Sold



Rebuilt by Baldwin 1921

Virginia's six-cylindered 2-8-8-4 was part and parcel of a fight to conquer a ruling grade of 2.1 per cent from Elmore to Clark's Gap, W. Va., that finally ended in electrification. The big Triplex helper habitually ran out of steam because its small firebox (75 square feet of grate area) could not cope with the high power output demanded of its boiler. VGN's newest articulateds, AG class 2-6-6-6's built to a C&O design, have approximately the same weight on drivers but almost double the grate area of the 2-8-8-4. Erie, the only other Triplex operator, started their use earlier and kept tinkering with them long after VGN decided to settle for two for one.

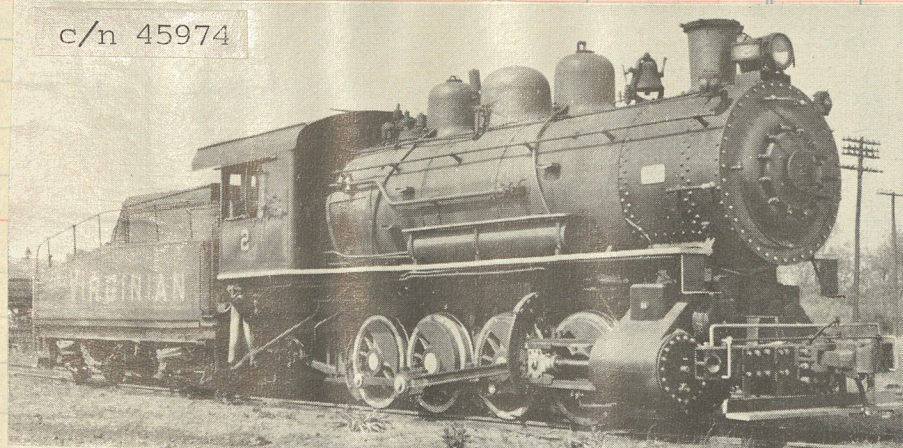


Baldwin built the 700 in 1916 under constr number 44448. In 1921 she was sent back to Eddystone and rebuilt into two separate engines noed 610 and 410. Only major work on the 610 was application of a tender but BLW gave it a new c/n 55100! The 410 could be considered for a new c/n (55099) in that it rec'd a new boiler.

Principal dimensions

	2-8-8-4	2-8-8-2*	2-8-2
Class	XA	AF	MD
Road number	700	610	410
Year built	1916	1916	1916
Cylinders, diameter and stroke, inches	34 x 32 (6)	44 x 32 (2)	26 x 32
Boiler pressure, pounds	215	200	200†
Length over coupling faces, engine and tank	103'-6 3/4"	100'-8 3/4"	74'-8 9/16"
Drivers, inches	56	56	56
Weight on drivers, pounds	466,730	486,800	233,810
Total weight, engine and tank, pounds	806,460	755,400	510,860
Tractive effort, pounds	166,300 (compound)	115,000	65,700
	199,560 (simple)		
Grate area, square feet	75	74	76.5
Tender capacity:			
Coal, tons	12	16	15
Water, gallons	13,000	13,000	12,000

* Originally a 2-8-8-0; trailing truck added in 1942.
† Originally 185 pounds.



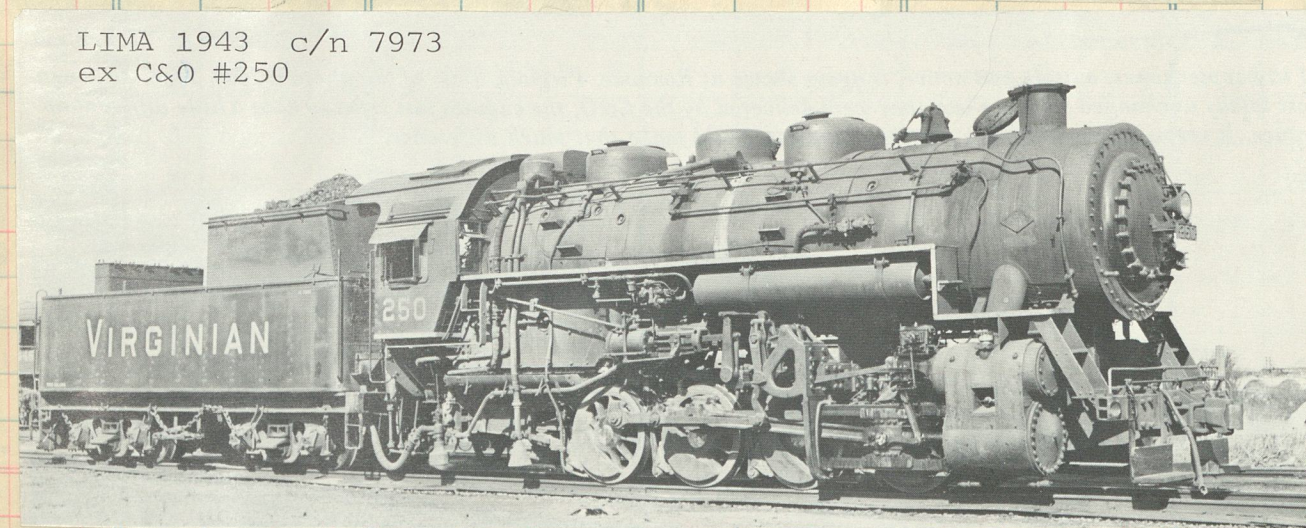
c/n 45974

0-8-0

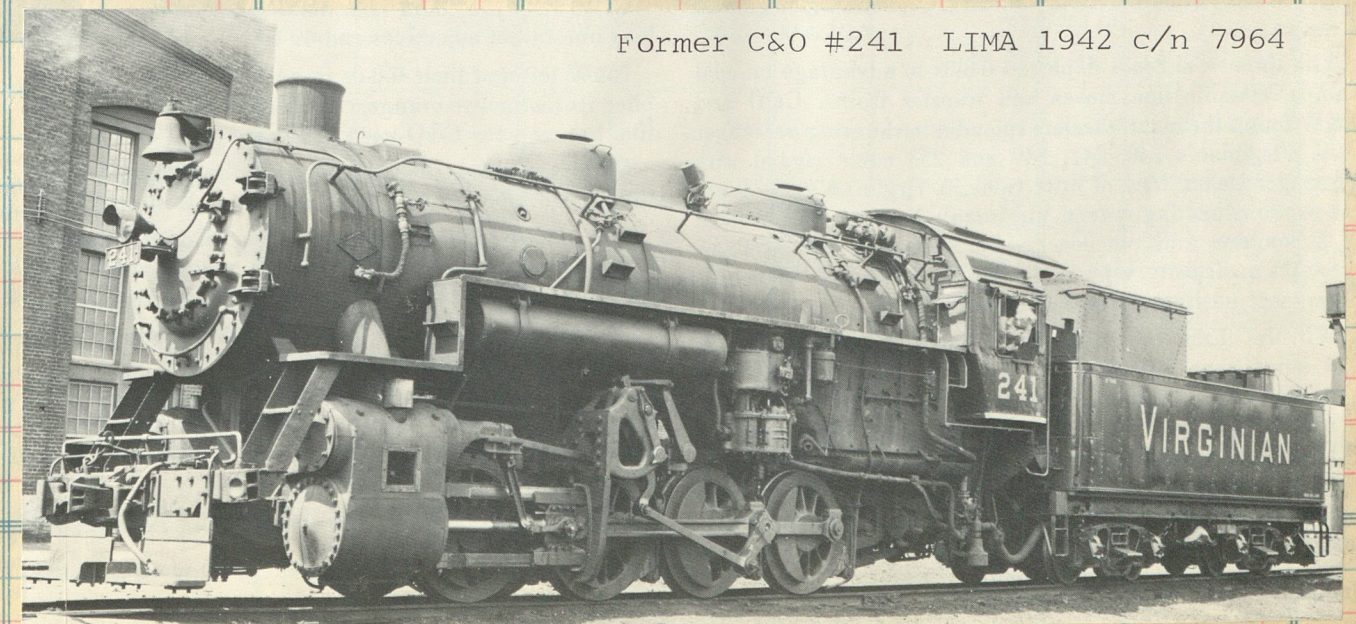
Spick-and-span SA-class shifters alternate on industrial sidings in Suffolk, Va. Alco's Richmond plant constructed No. 2 in 1909; No. 4, only other member of ancient class, came from Baldwin in the following year. Dazzling maintenance covers silvered nuts on the Two-spot's cylinder heads.



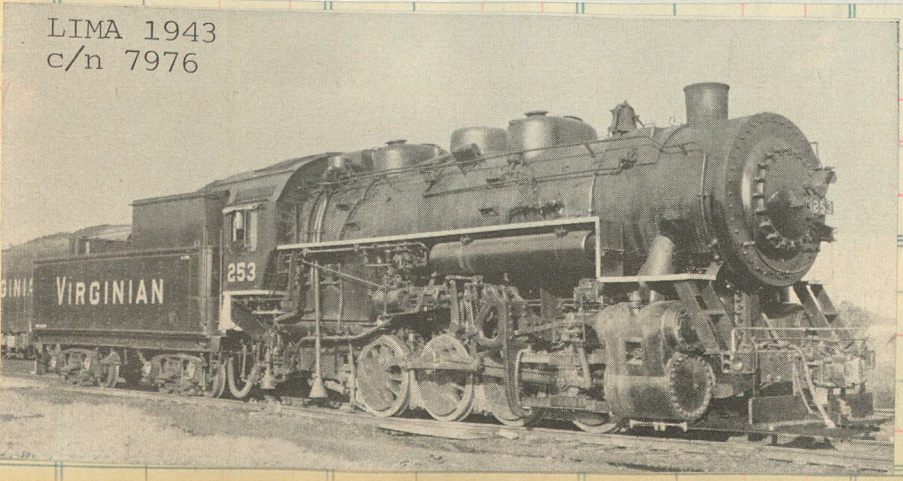
In September 1950 the VGN purchased 15, nos 240-254, from the C&O. Blt by LIMA 1942-43. The 247 blt 1943, c/n 7970



LIMA 1943 c/n 7973 ex C&O #250



Former C&O #241 LIMA 1942 c/n 7964



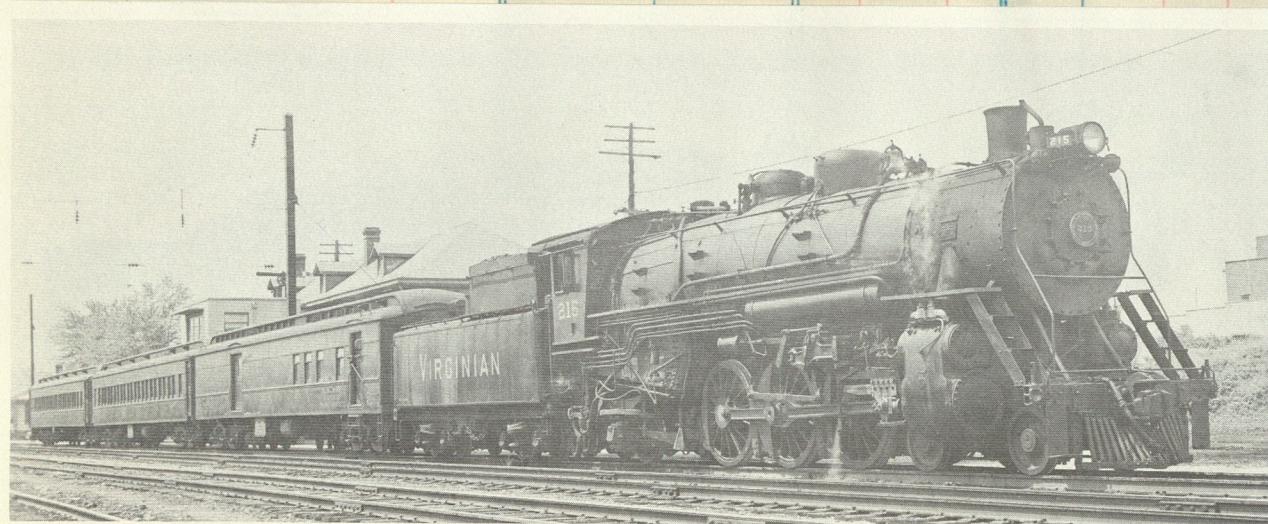
LIMA 1943 c/n 7976

Final steam operation by Eng #251 at Princeton, W.V. June 1, 1957



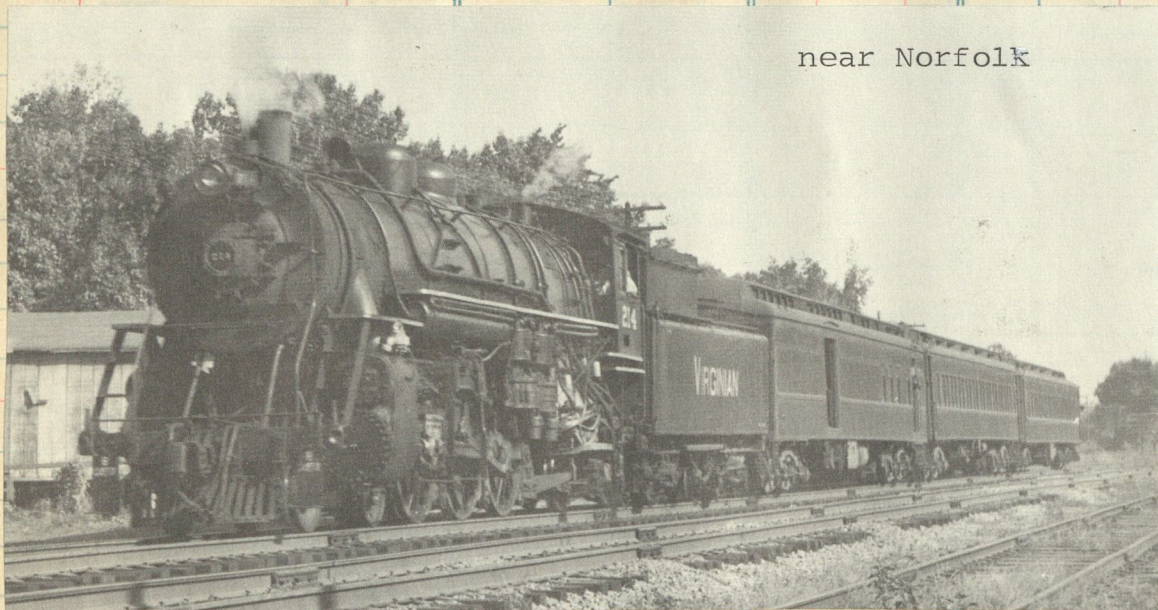
All photos, Richard I. Nation.

The 215 takes Trn #3 across the New River Viaduct at Glen Lyn

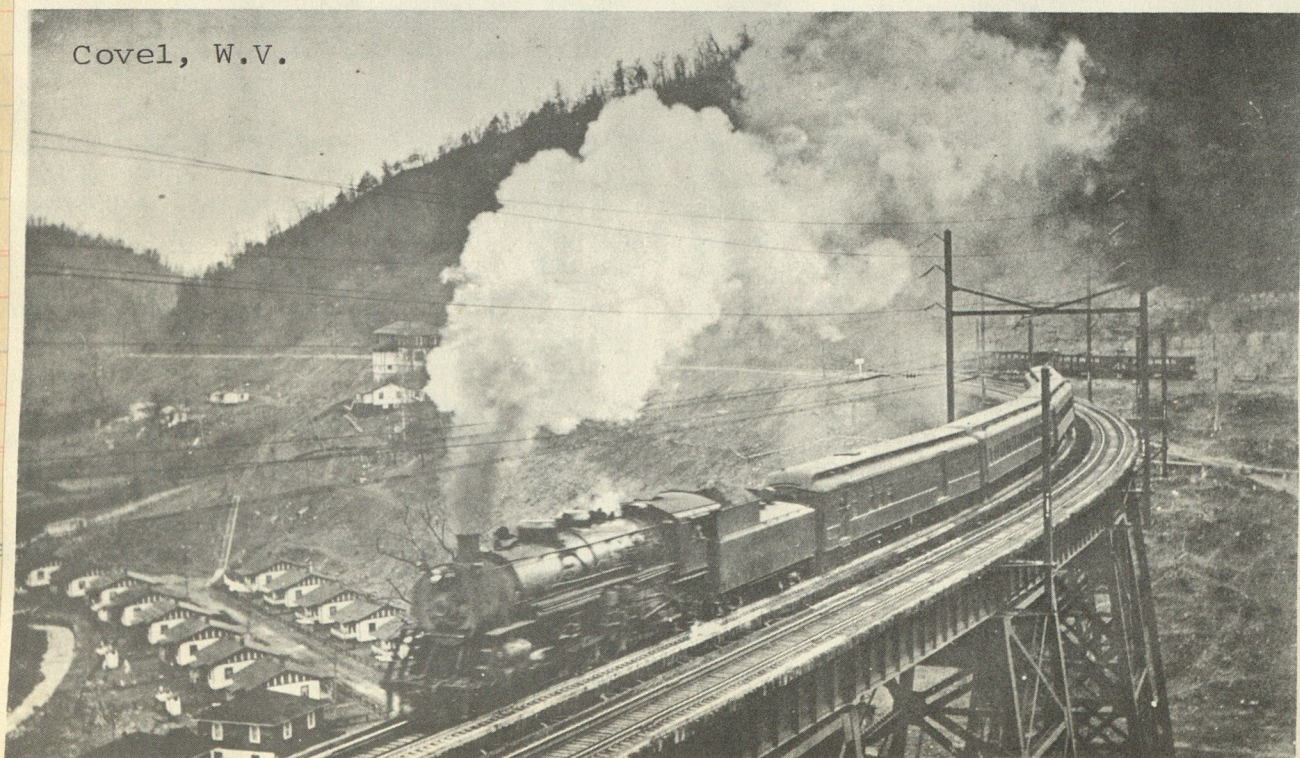


Virginian Railway locomotive No. 215, Train No. 3, at Princeton, West Va.

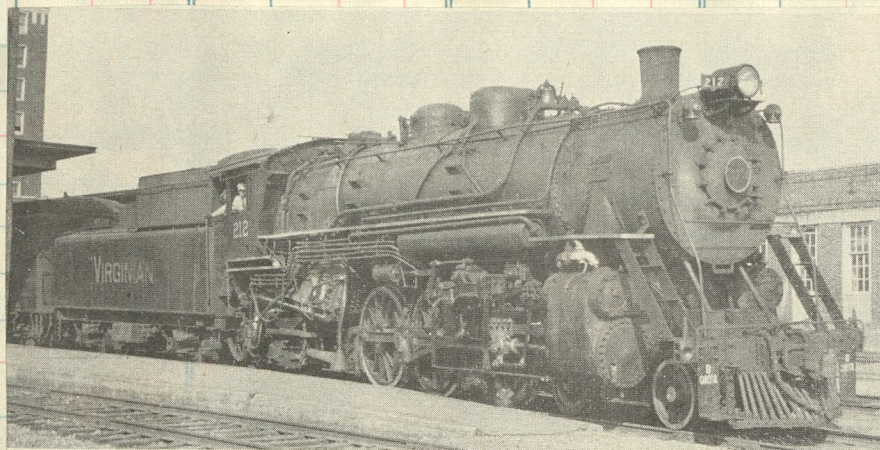
near Norfolk



Covel, W.V.

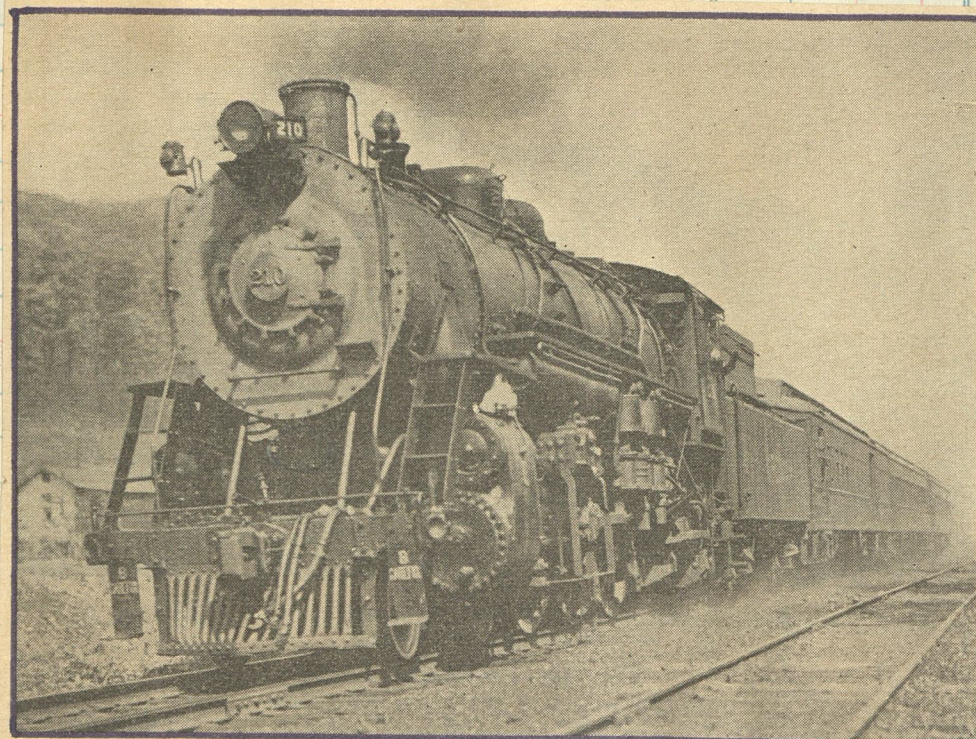


Alco Pacific No. 214 shows just a trace of smoke at her stack as she swings No. 4, inbound from Roanoke, off the main line for the short jaunt downtown to Norfolk's Union Station. Virginian's passenger schedules, from pilots to markers, are a railroad heritage from the 1920's.

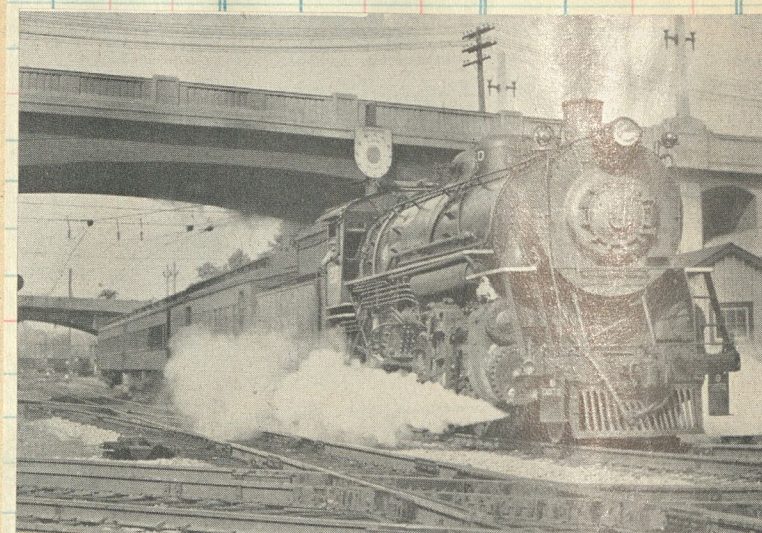


4-6-2

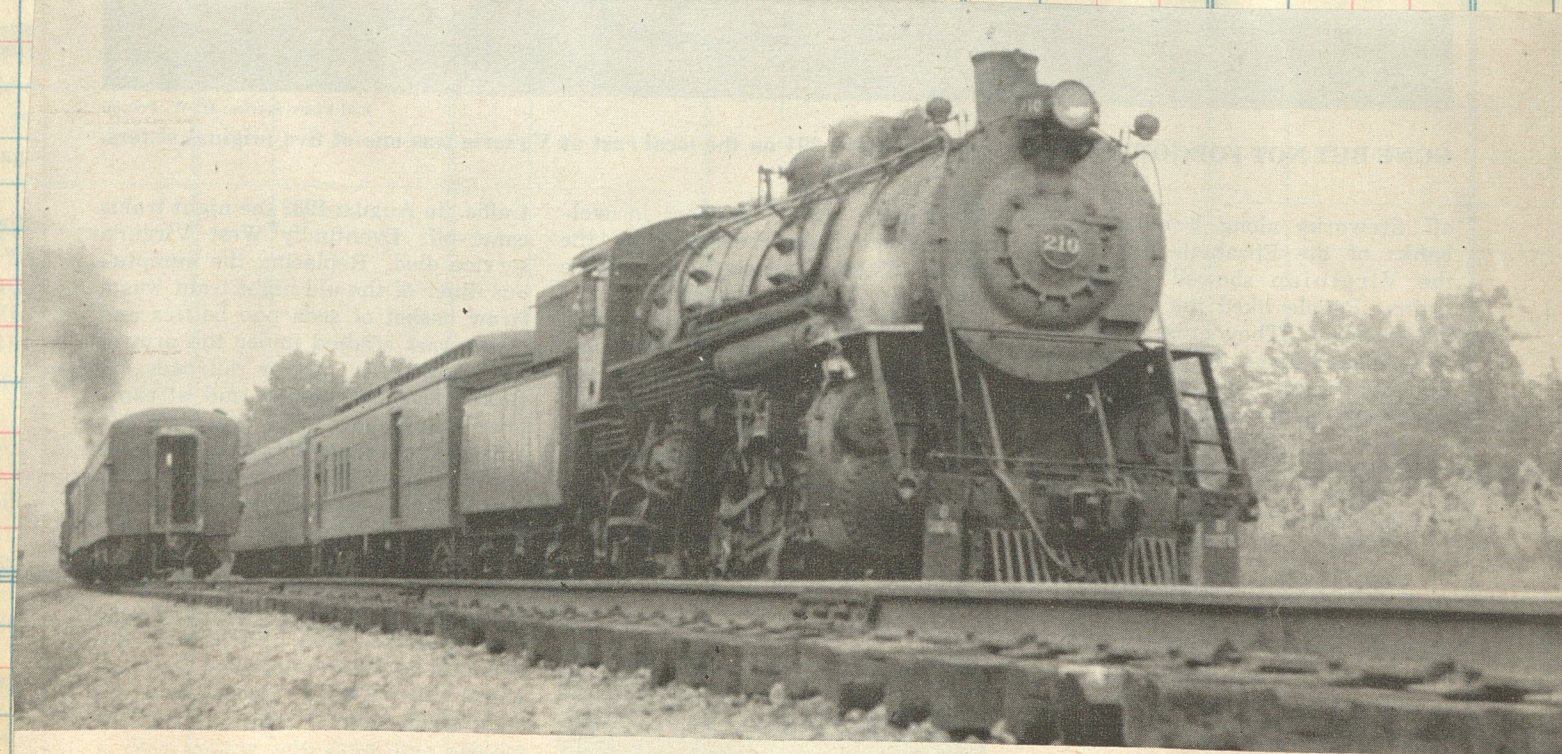
Singularly handsome sextet of PA-class Pacifics, Nos. 210-215, haul VGN's philanthropic passenger trains and can whip along with medium-length fast freights, working best on level ground. They were built in 1920; melodious bells and tugboat whistles are standard equipment on a PA.



Rail Photo Service



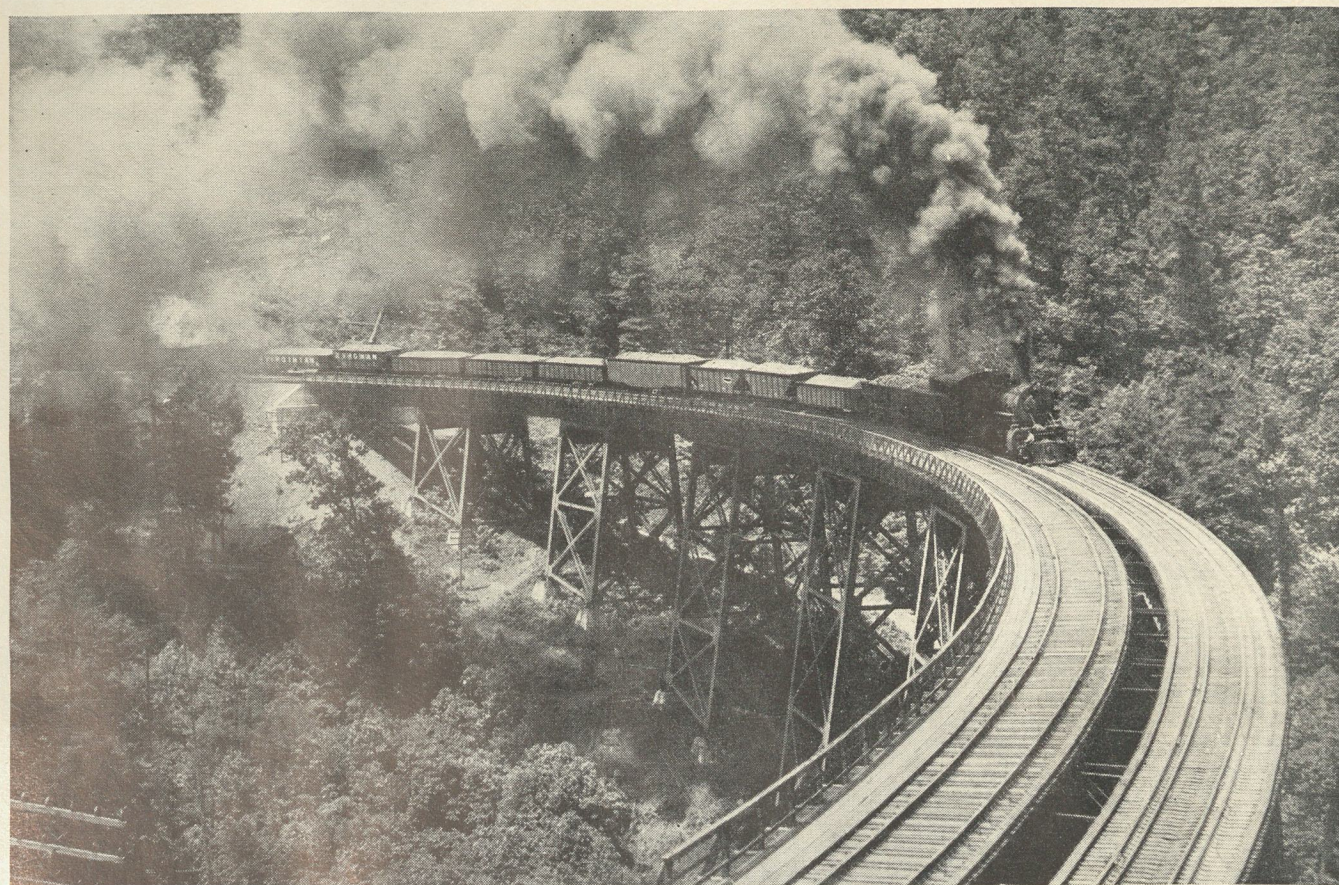
#4, eng 210, departs Roanoke Both photos, Richard



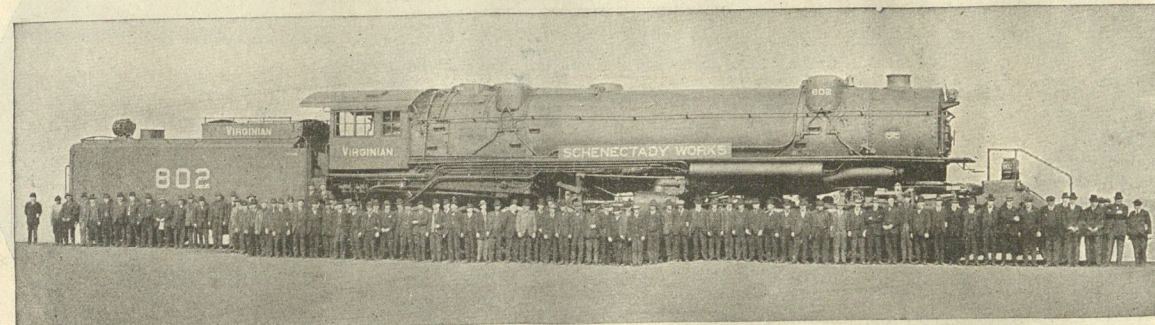
H. Reid.

MEET at Nutbush (population 50) in 1955 catches 212 (left) on train 3, 210 on No. 4.

Clos. No. Sold Am



17,600 Tons Hauled By One Locomotive



BUILT FOR THE VIRGINIAN RAILWAY

On Wednesday, May 25th, on the Virginian Railway, engine No. 802, unassisted, hauled 100—120-ton capacity loaded coal cars or approximately 16,000 tons.

On Thursday, May 26th, engine No. 808, also unassisted, hauled this same tonnage train from Roanoke to Victoria, a distance of 123.4 miles, at a speed of from 15 to 18 miles an hour while running.

At Victoria ten more cars were added bringing the train up to 17,600 tons. This train was then hauled by this one locomotive over a long two-tenths of one per cent grade without difficulty.

In all probability this represents the largest tonnage ever hauled by a single locomotive.

Engines 802 and 808 are duplicate units of the order for ten built in 1918 for the Virginian Railway by the American Locomotive Company.

AMERICAN LOCOMOTIVE COMPANY 30 CHURCH STREET, NEW YORK

800-809

c/n 60002

Schenectady 1918

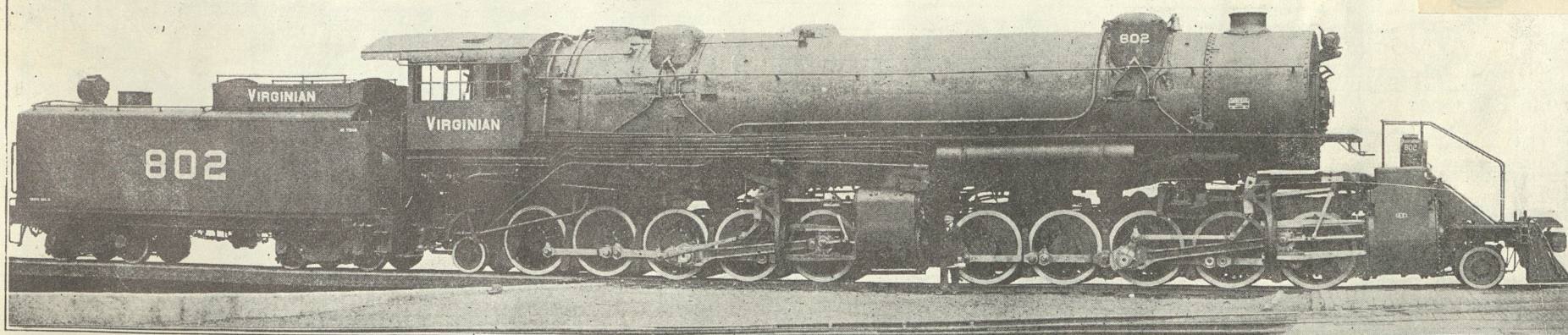


Fig. 110—Mallet Articulated (2-10-10-2) Compound Locomotive for Freight Service. Built for Virginian by the American Locomotive Company.

GENERAL DATA.

Gage.....	4 ft. 8½ in.
Tractive Effort, Simple.....	176,600 lbs.
Tractive Effort, Compound.....	147,200 lbs.
Weight in Working Order.....	684,000 lbs.
Weight on Drivers.....	617,000 lbs.
Weight on Leading Truck.....	32,000 lbs.
Weight on Trailing Truck.....	35,000 lbs.
Weight of Engine and Tender in Working Order.....	898,300 lbs.
Wheel Base, Driving, Front Engine.....	19 ft. 10 in.
Wheel Base, Driving, Back Engine.....	19 ft. 10 in.
Wheel Base, Driving Total.....	50 ft.
Wheel Base, Total.....	64 ft. 3 in.
Wheel Base, Engine and Tender.....	97 ft.

CYLINDERS.

Kind.....	Compound
Diameter and Stroke, H. P.....	30 in. x 32 in.
Diameter and Stroke, L. P.....	48 in. x 32 in.

VALVES.

High Pressure, Kind.....	Piston
Diameter.....	16 in.
Travel.....	6½ in.
Low Pressure, Kind.....	Slide
Travel.....	6 in.

WHEELS.

Driving, Diameter Over Tires.....	56 in.
Driving, Thickness of Tires.....	3½ in.
Driving Journals, Main.....	12 in. x 15 in.
Driving Journals, Others.....	12 in. x 15 in.
Engine Truck Wheels, Diameter.....	30 in.
Engine Truck Journals.....	6½ in. x 13 in.
Trailing Truck Wheels, Diameter.....	30 in.
Trailing Trucks, Journals.....	6½ in. x 13 in.

BOILER.

Style.....	Wagon Top
Working Pressure.....	215 lbs.
Outside Diameter of First Ring.....	105½ in.
Firebox, Length.....	181½ in.
Firebox, Width.....	108½ in.
Firebox Plates, Thickness.....	¾ in.
Firebox Water Space.....	5 in. F. & S., 5½ in. in back
Tubes, Number.....	381
Tubes, Diameter.....	2¾ in.
Flues, Number.....	70
Flues, Diameter.....	5½ in.
Tubes and Flues, Length.....	25 ft.
Heating Surface, Tubes.....	5,580 sq. ft.
Heating Surface, Flues.....	2,510 sq. ft.
Heating Surface, Firebox.....	437.5 sq. ft.
Heating Surface, Arch Tubes.....	78.5 sq. ft.
Heating Surface, Total.....	8,605 sq. ft.

Superheater Heating Surface.....	2,120 sq. ft.
Equivalent Heating Surface*.....	11,785 sq. ft.
Grate Area.....	108.7 sq. ft.
Fuel.....	Soft Coal

TENDER.

Water Capacity.....	13,000 Gal.
Coal Capacity.....	12 Tons
Weight.....	214,300 lbs.

RATIOS.

Weight on Drivers ÷ Tractive Effort.....	3.50
Total Weight ÷ Tractive Effort.....	3.87
Tractive Effort × Diameter of Drivers ÷ Total Heating Surface.....	1149.28
Tractive Effort × Diameter of Drivers ÷ Equivalent Heating Surface*.....	840.88
Total Heating Surface ÷ Grate Area.....	79.16
Equivalent Heating Surface* ÷ Grate Area.....	108.41
Firebox Heating Surface ÷ Total Heating Surface, per cent.....	5.08
Weight on Drivers ÷ Total Heating Surface.....	71.69
Weight on Drivers ÷ Equivalent Heating Surface*.....	52.35
Total Weight ÷ Total Heating Surface.....	79.48
Total Weight ÷ Equivalent Heating Surface*.....	58.04
Volume Equivalent Simple Cylinders, cu. ft.....	27.18
Total Heating Surface ÷ Volume Cylinders.....	316.58
Grate Area ÷ Volume Cylinders.....	3.99

*Equivalent Heating Surface = Total Heating Surface + 1.5 × the Superheater Surface.

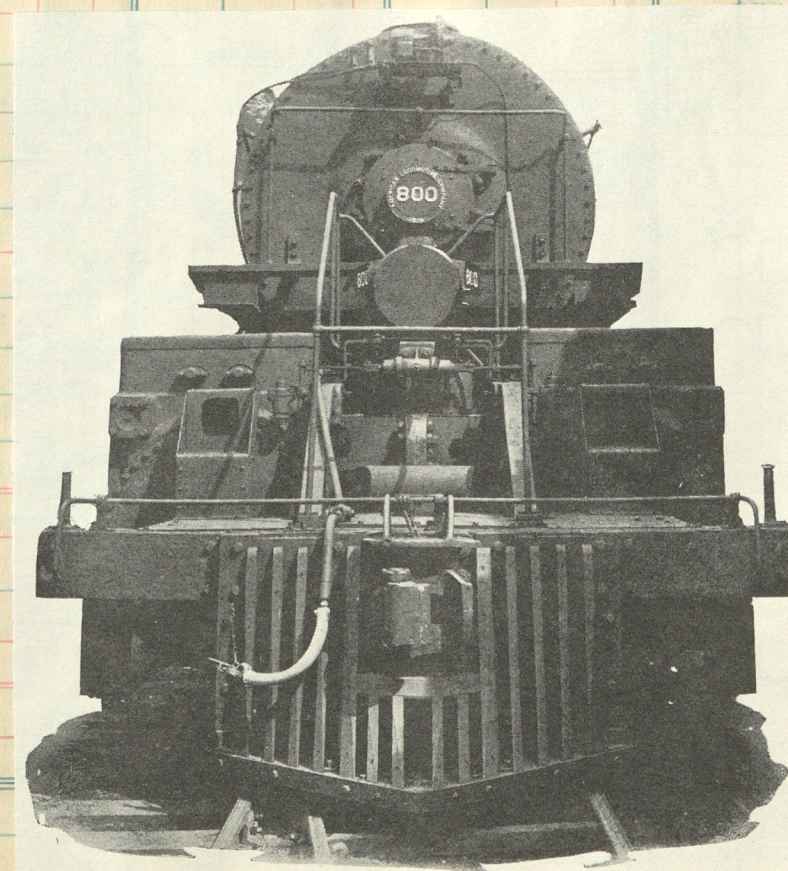
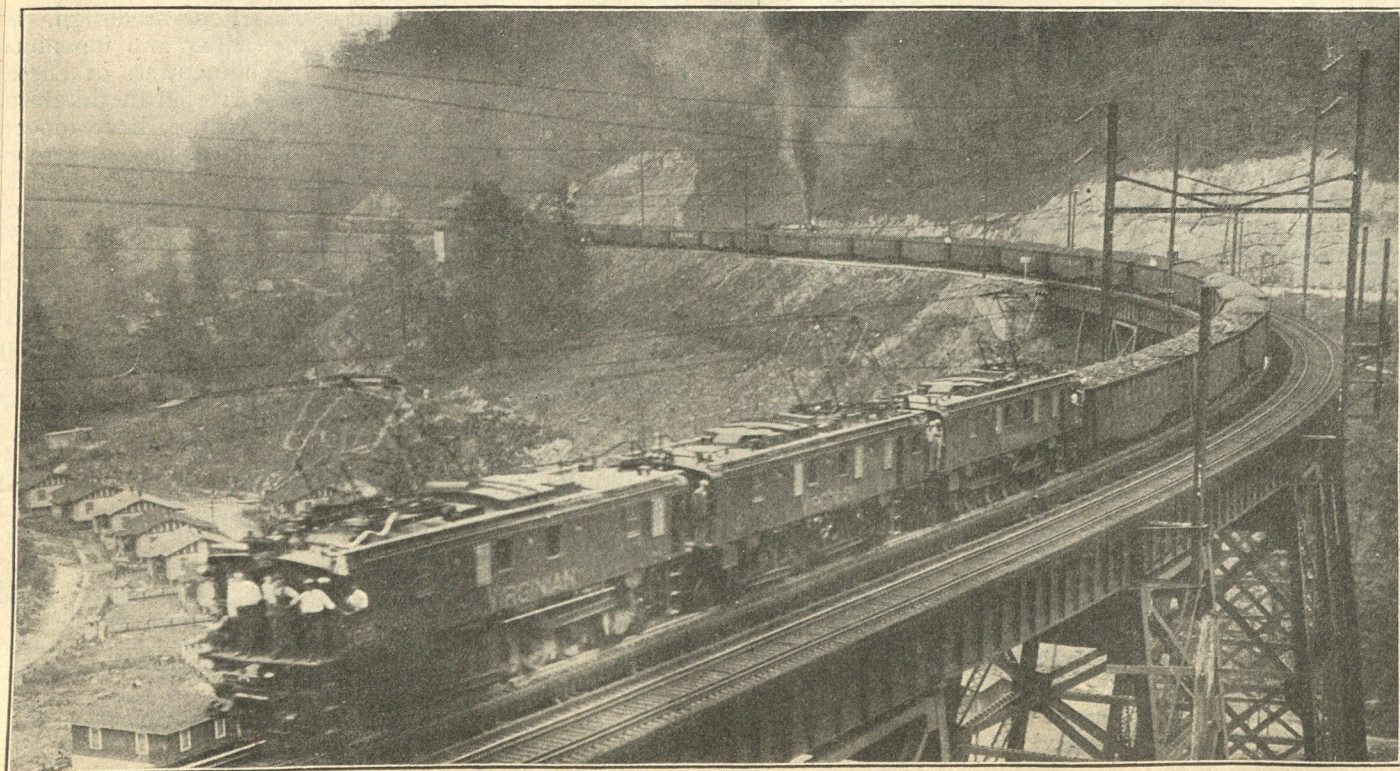


Fig. 111—Front View of the Virginian 2-10-10-2 Mallet Locomotive Built by the American Locomotive Company

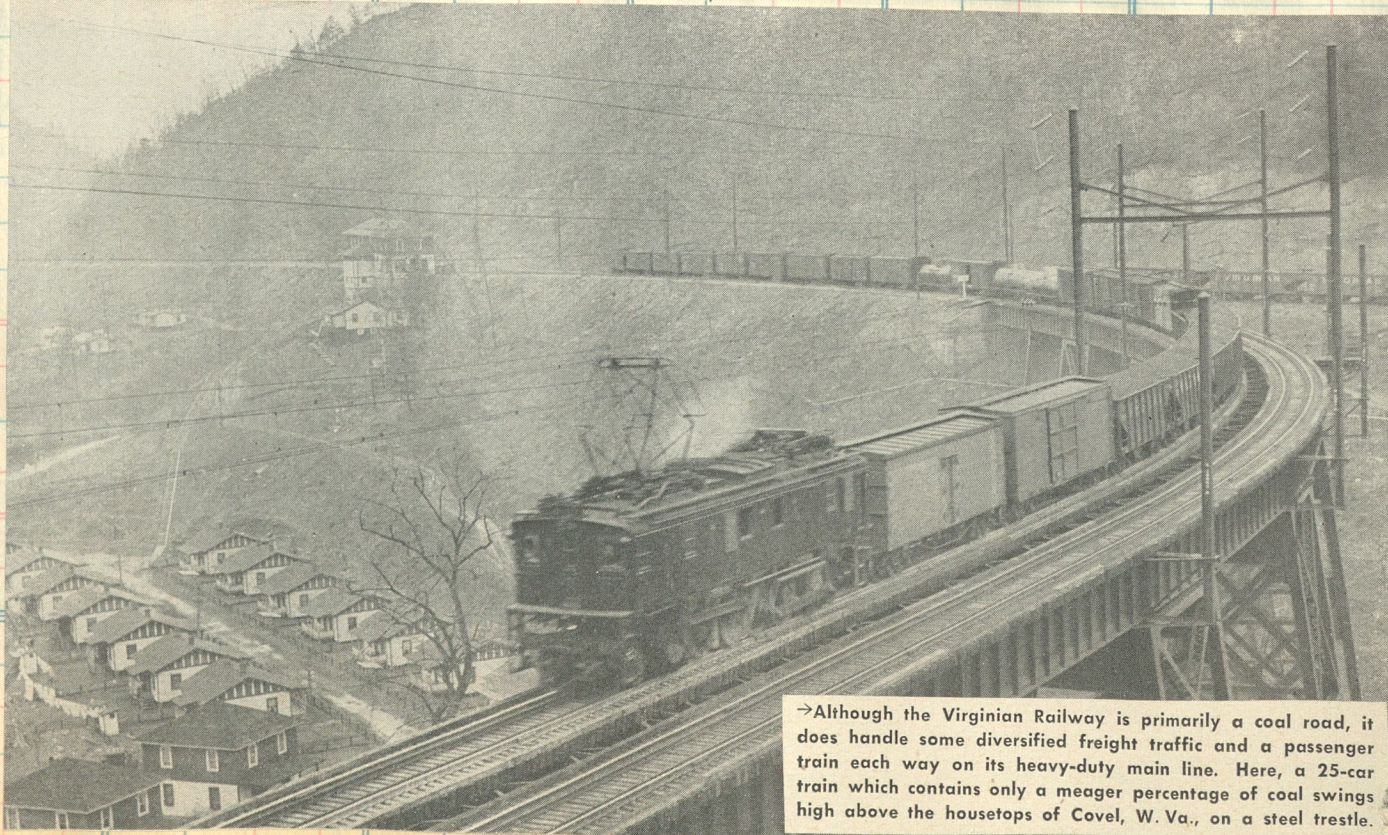
I Second only to steam

VIRGINIAN threw everything it could muster in steam against the 12-degree curves and 2.11 per cent ruling grade which the railway encountered in the direction of loads between Mullens and Clarks Gap, W. Va. Steam swelled in size from 2-6-6-0's to 2-10-10-2's and one Triplex 2-8-8-4 . . . and surrendered. VGN was obliged to lay down more running tracks over the mountain or to string catenary. So the wires went up, and in 1925 there arrived 152-foot, 637½-ton, 7125 h.p. motors consisting of three semipermanently coupled 1-D-1's. These jackshaft, side-rodged "squareheads" were perhaps as functional and gutsy as any rail motive power without a boiler. Unlike diesels, they allowed Mallets to retreat from the battlefield with dignity intact.—D.P.M.

Richard J. Cook.

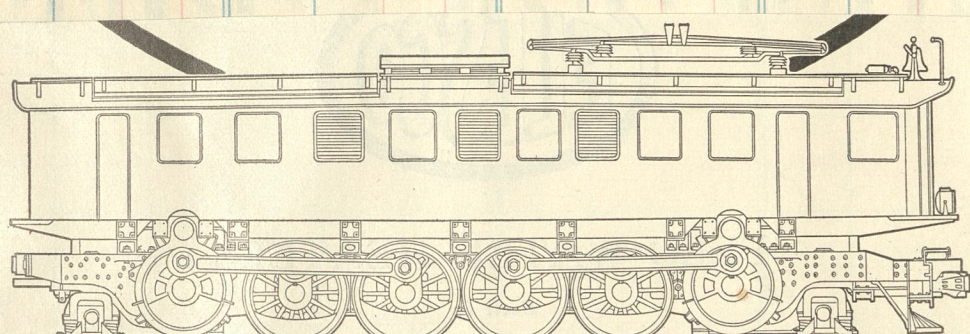


One of the Virginian Locomotives at the Head of a 6,000-Ton Train on the 2 Per Cent Grade Between Mullens and Clarks Gap, W. Va. 1925



→Although the Virginian Railway is primarily a coal road, it does handle some diversified freight traffic and a passenger train each way on its heavy-duty main line. Here, a 25-car train which contains only a meager percentage of coal swings high above the housetops of Covell, W. Va., on a steel trestle.

along the New River Palisades



Type of Single-Phase Motive-Power Unit to be built for the Virginian Railway

Twenty seven motors were built by Schenectady-Westinghouse in 1925 followed by nine more in 1926. Usually operated in three units and were numbered 100-111.



Motors 138 & 139 east of Princeton



Mullens, West Va., 1906 (top), and 1956 (bottom), former terminal of The Virginian Railway.

Up to Clark's Gap and no foolin'!

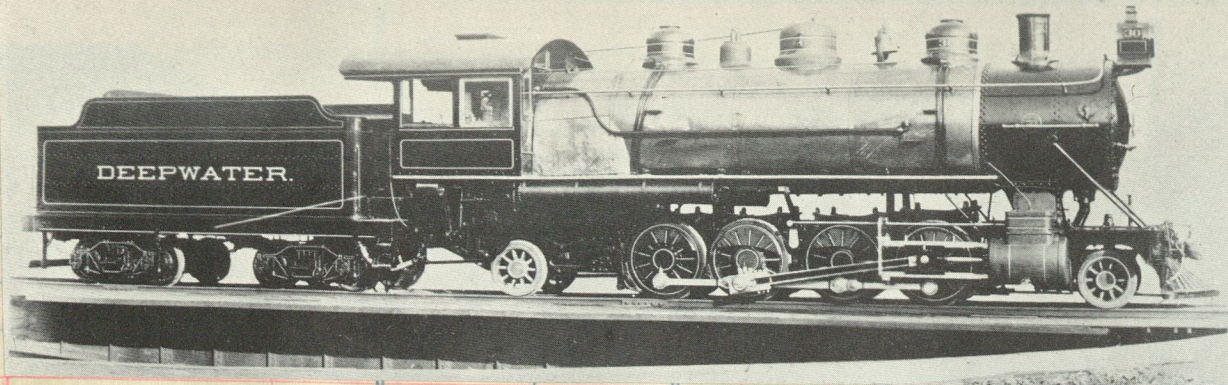
IN the early '20's the Virginian had a problem it could not solve with steam. The bulk of its coal was funneled by mine runs into Elmore Yard at Mullens, W. Va., and there assembled into trains for movement to tidewater. But Elmore was in a hole, smack at the bottom of a 2.1 per cent grade leading eastward up to Clark's Gap; from there the line led over two more humps and around countless curves into Roanoke. Beyond to Norfolk was just a coast down an 0.2 per cent descending grade. But how to top Clark's Gap? At that time (having failed to get what it wanted from a Triplex) VGN moved coal up grade in 5500-ton lots, a 2-8-8-2 on the front, two even larger 2-10-10-2's shoving hard at the rear. Speed: 7 miles per hour. Finally, and as coal traffic increased, the alternative was to lay more track and run more trains — or electrify, which is what it did. For 15 million dollars and with the help of Westinghouse, the railroad strung catenary in 1925-26 for 132 miles, Mullens to Roanoke; bought a dozen three-unit side-rod EL-3A locomotives; and switched on 11,000-volt, 25 cycle A.C. power. Result: no bottleneck and plenty of Mallets looking for jobs. With one EL-3A pulling, another shoving, 6000 tons went up to Clark's Gap at a steady 14 miles an hour.

In 1948 VGN reinforced its electric stable with Nos. 125-128, EL-2B class permanently coupled two-unit General Electric streamliners which dig in with 260,000 pounds tractive effort.

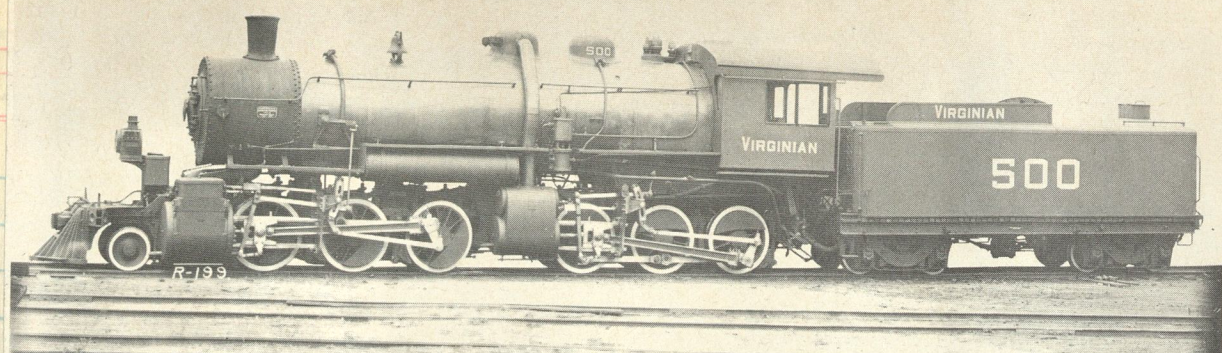


SELLER
DATE
FORM

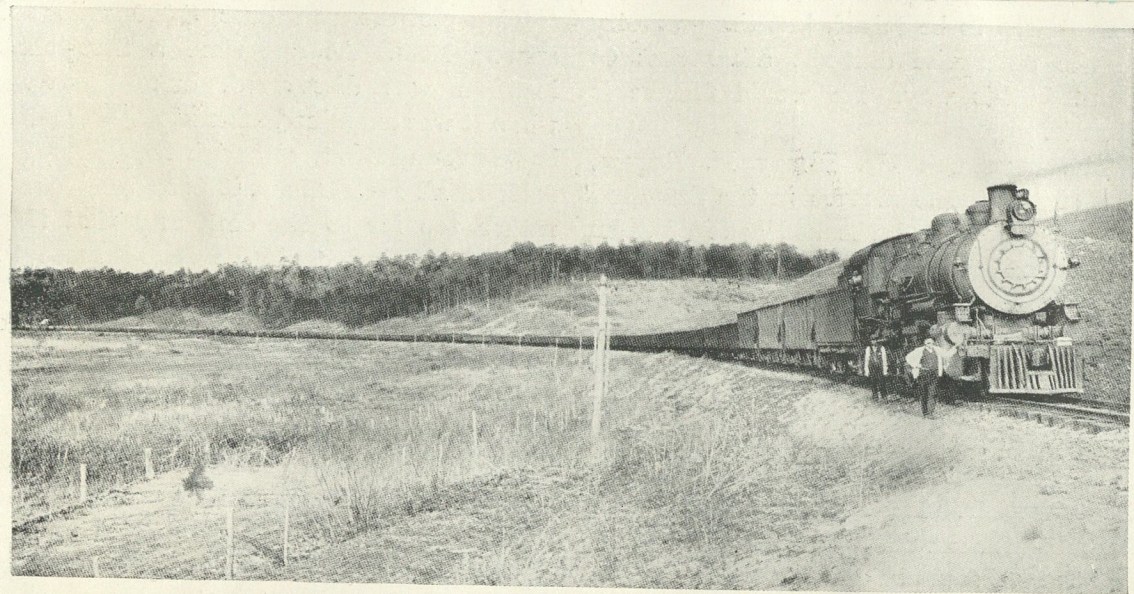
Baldwin 1905 c/n 26625 Renoed VGN 400



500-503 class AA c/n 45976 Richmond 1909



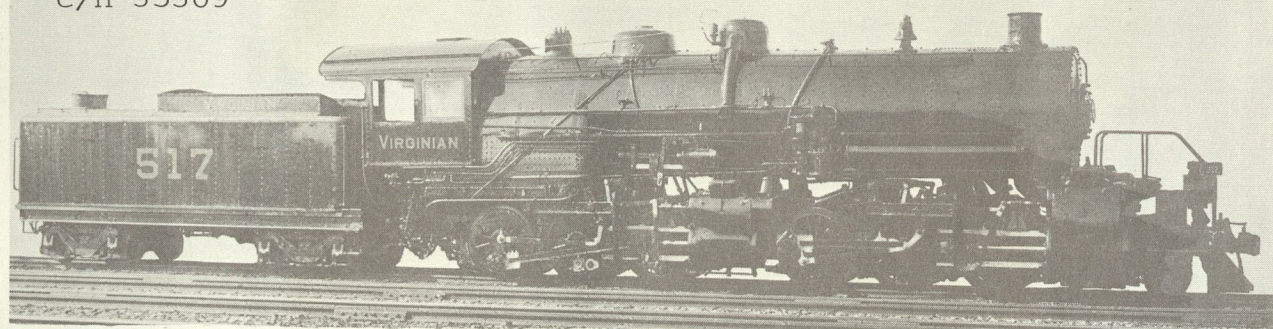
Amount Clos. No. Sold Amount



TRAIN OF 80 50-TON LOADED CARS (4,000 U.S. TONS) OF COAL EN ROUTE FROM THE ASSEMBLING YARD AT PRINCETON, WEST VIRGINIA, TO TIDEWATER, SEWALL'S POINT, VIRGINIA.
Cars may be loaded to 54 tons per car.

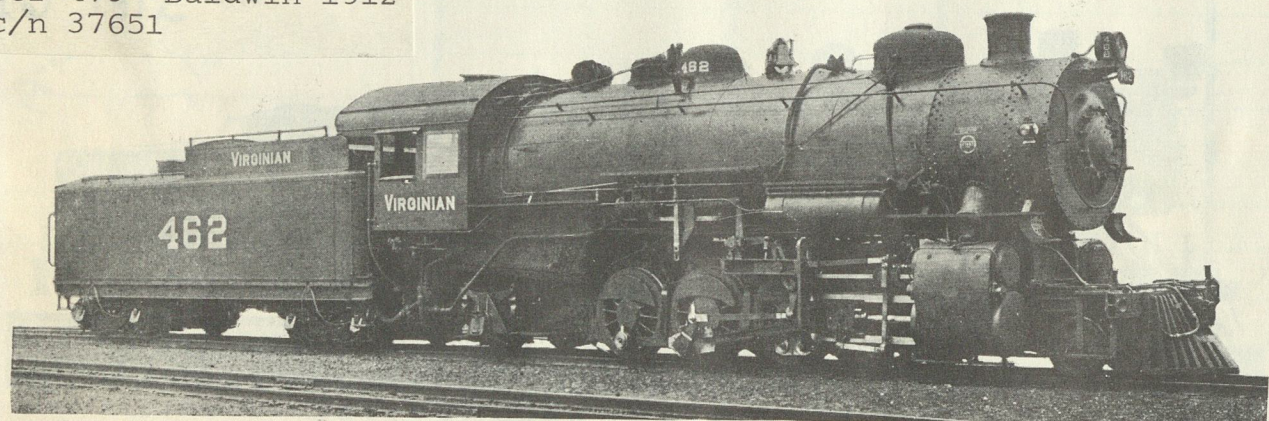
Baldwin 1910 c/n 35309

510-517



462-479 Baldwin 1912 c/n 37651

VIRGINIAN RAILWAY

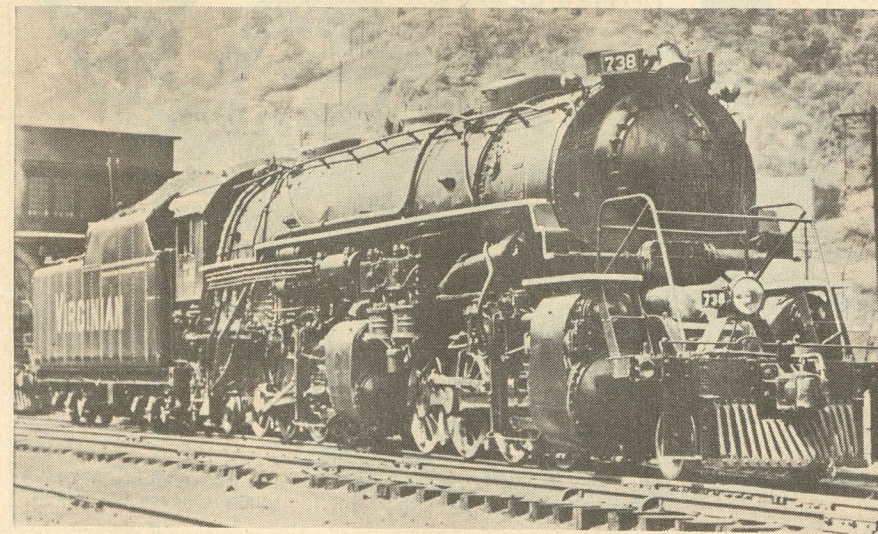
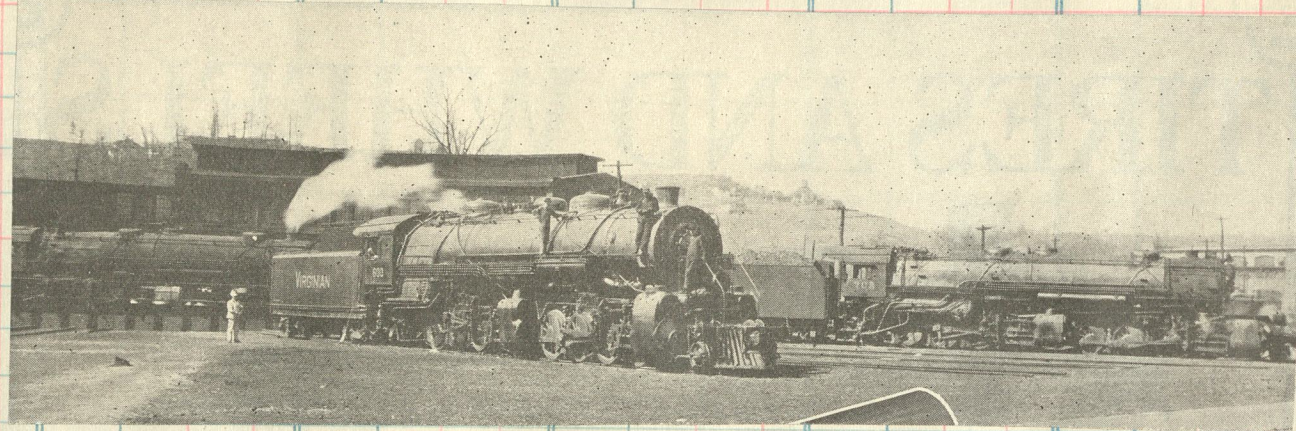


MIKADO FREIGHT LOCOMOTIVE

15 Locomotives like the above are being fired by Duplex Stokers

Cylinders	.....	26 x 32 in.
Driving wheels, diameter	.....	56 in.
Steam pressure	.....	185 lbs.
Boiler diameter	.....	86 in.
Tubes, length	.....	19 ft.
“ number	.....	40—5½ in.
“ “	.....	270—2¼ in.
Heating surface, tubes	.....	4,096 sq. ft.
“ “ fire box	.....	233 sq. ft.
“ “ arch tubes	.....	30 sq. ft.
“ “ total	.....	4,359 sq. ft.
“ “ superheater	.....	.910 sq. ft.
Fire box	.....	114 x 72 in.

Grate area	.....	.57 sq. ft.
Wheel base, driving	.....	15 ft.
“ “ engine	.....	33 ft.—3 in.
“ “ and tender	.....	71 ft.—2¾ in.
Weight, leading	.....	23,600 lbs.
“ driving	.....	229,600 lbs.
“ trailing	.....	44,300 lbs.
“ engine	.....	297,500 lbs.
“ tender	.....	202,500 lbs.
Tender capacity, water	.....	12,000 gals.
“ coal	.....	15 tons
Maximum tractive power	.....	60,800 lbs.
Factor of adhesion	.....	3.77



Mighty Virginian Railway No. 738, class U5E 2-8-8-2, as seen in May, 1948. Originally built by Alco/Schenectady in 1919 for Norfolk & Western and given the number 2021, she became Santa Fe 1790 in '44 before going to Virginian.

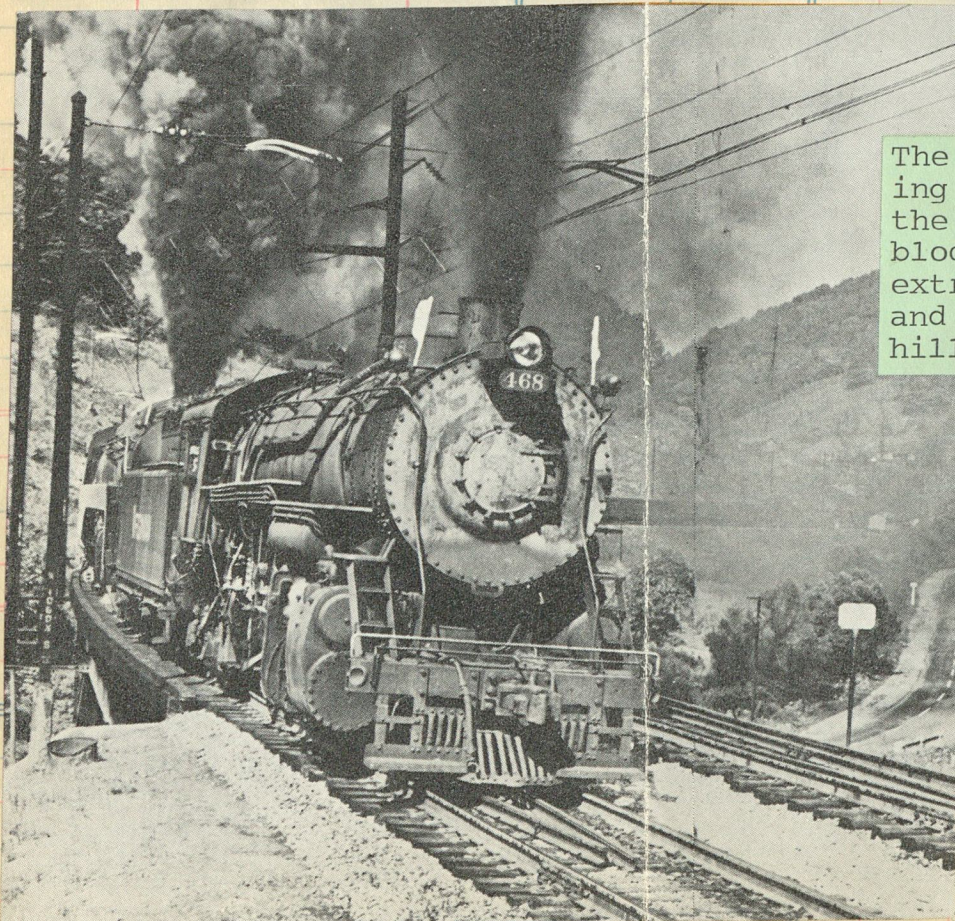
Railway Age

Vol. 71 September 17, 1921 No. 12



120-Ton Cars in Princeton Yard on the Virginian.

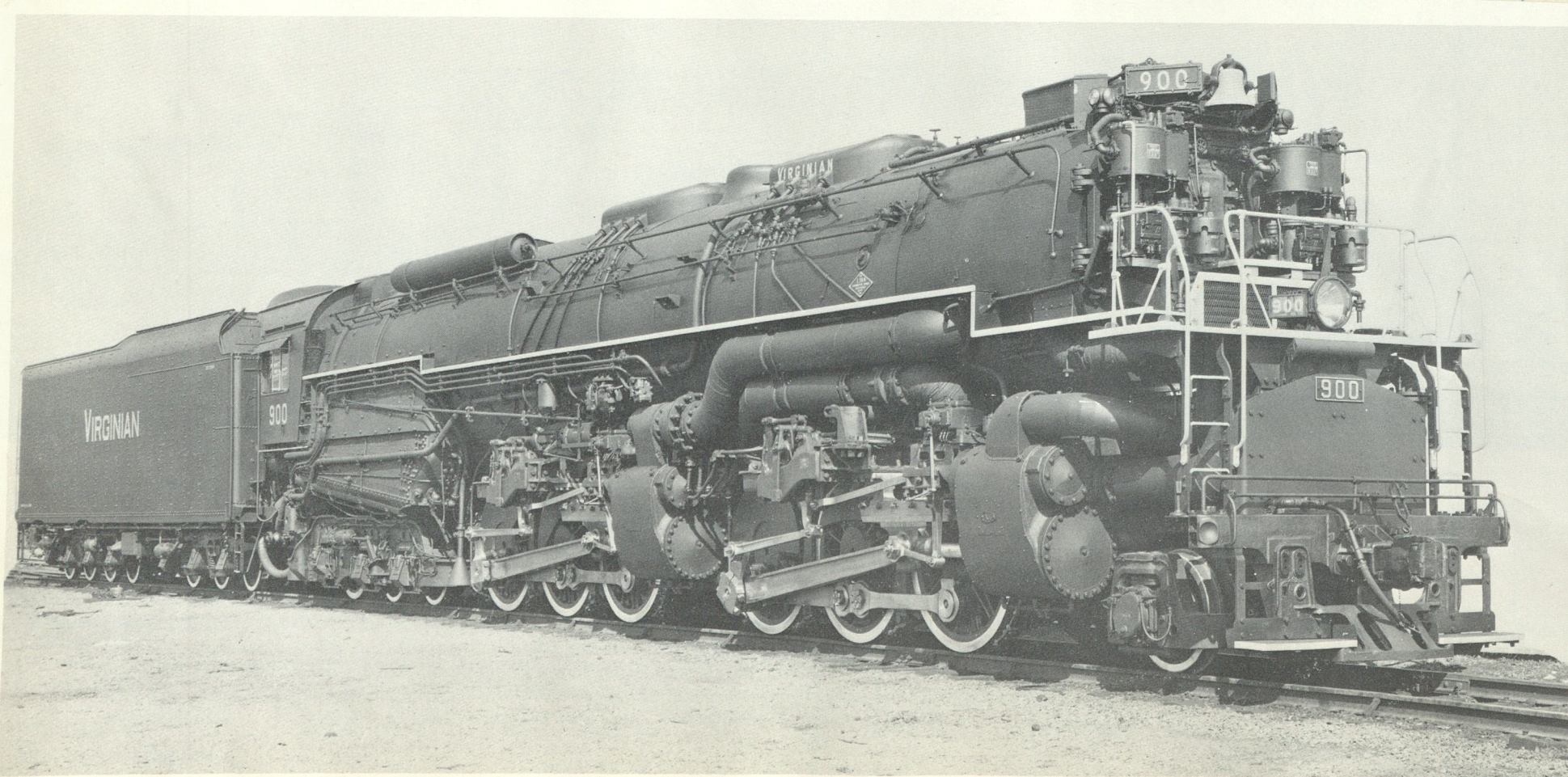
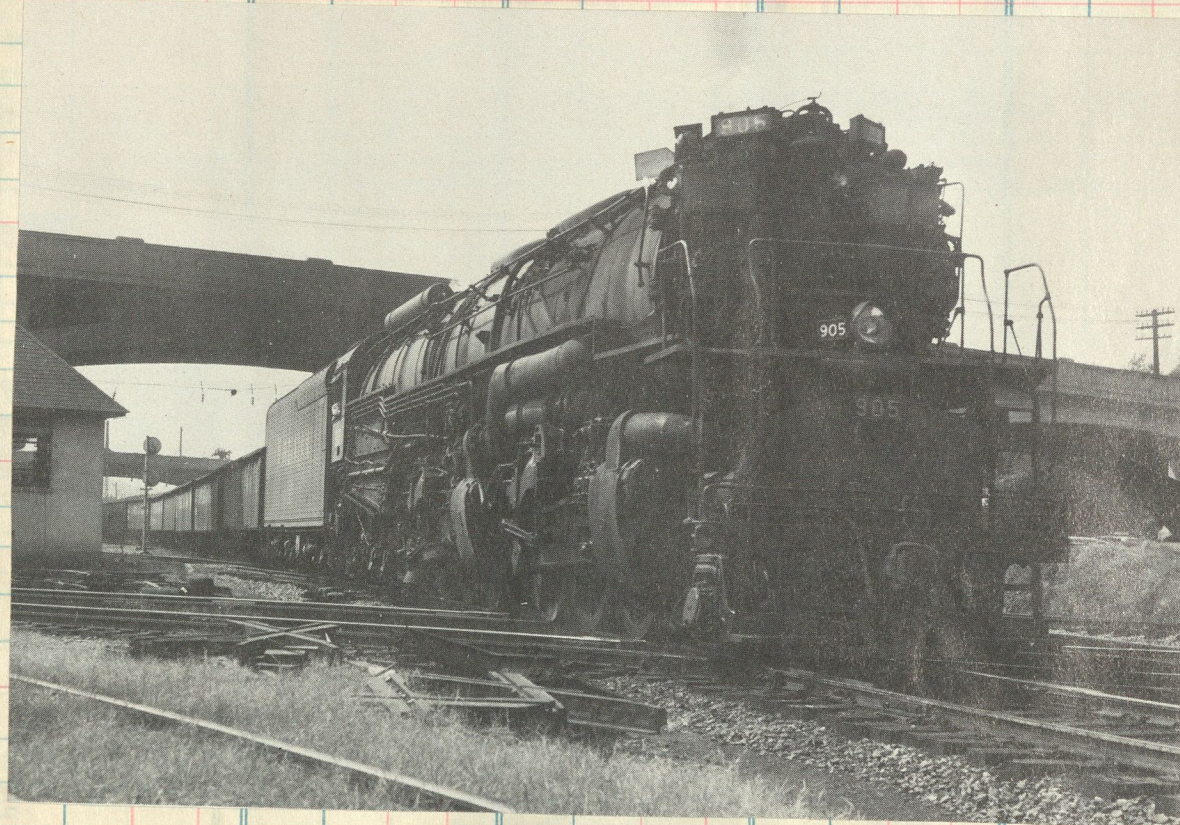
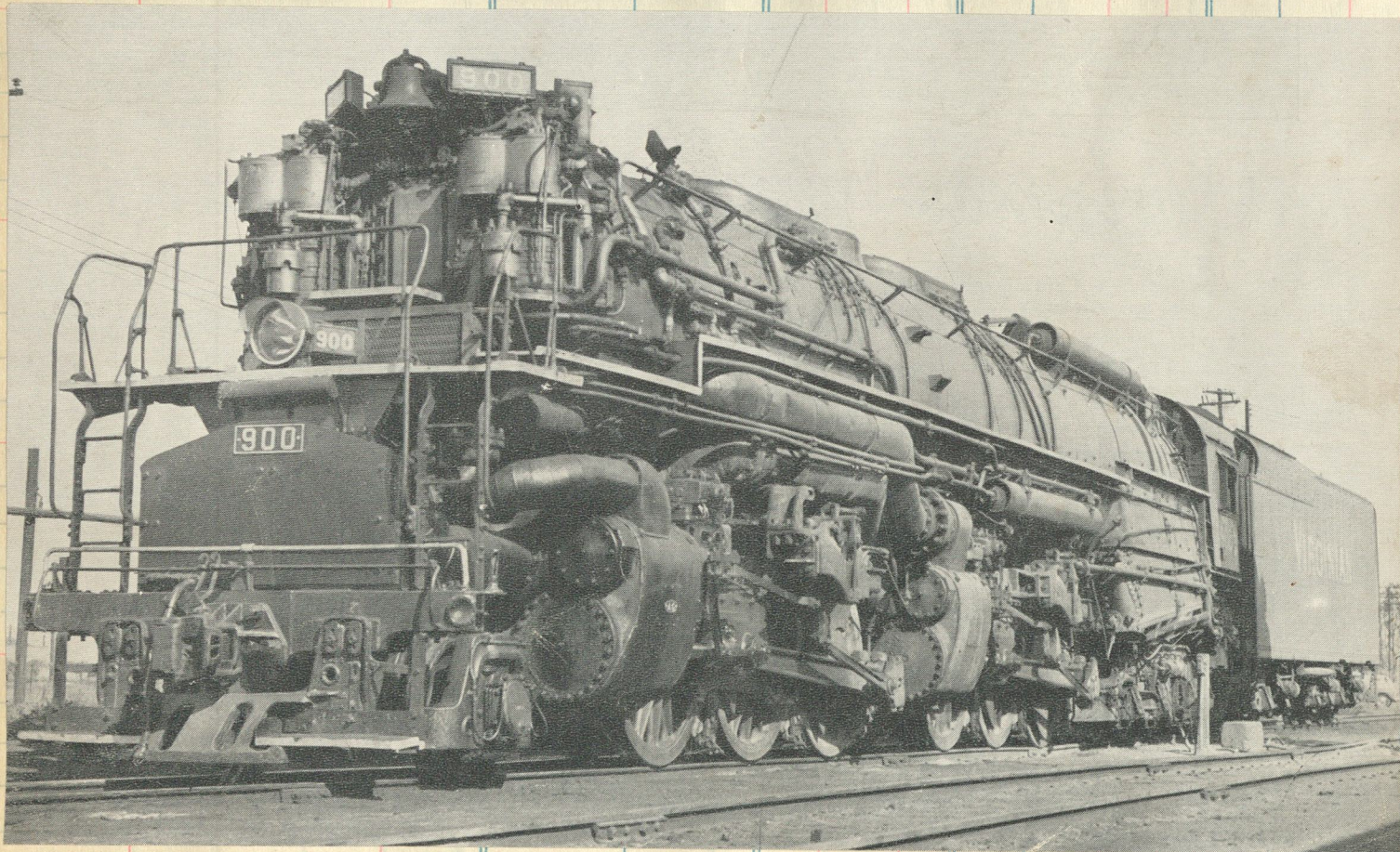
In 1943 the VGN moved 13,574,455 tons of coal.



The VGN gives its neighbor a helping hand. A freight derailment on the N&W's main line at Wharncliffe blocked all traffic. Running as an extra the 468 leads the N&W #603 and her 12 car "Cavalier" up the hill out of Elmore, W.V.

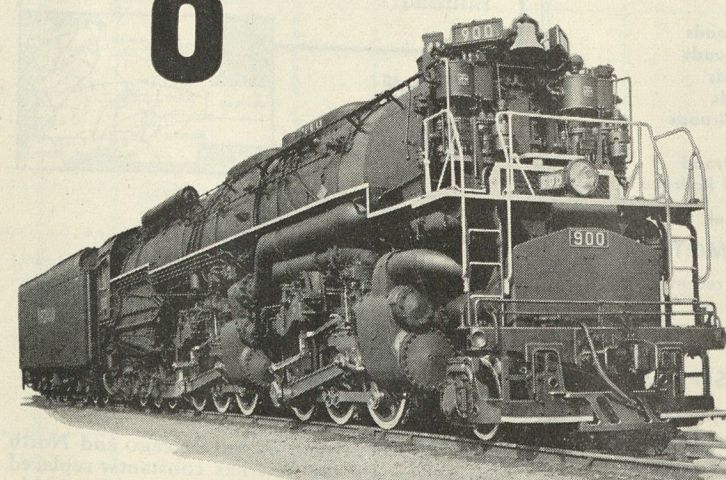
A black and white photograph of a Virginian Railway steam locomotive, number 505, pulling a freight car. The locomotive is a 2-8-2 type, and the freight car is marked 'VIRGINIAN'. The locomotive is shown in profile, facing right, with its number '505' visible on the side of the boiler. The freight car is a boxcar with 'VIRGINIAN' written in large letters on its side. The locomotive has a large smokestack and a complex arrangement of pipes and valves. The wheels are large and spoked. The background is a plain, light-colored surface.

Clos. No.	Sold	Amount
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8 LIMA 2-6-6-6s

for the
HEAVY TRAFFIC
on
The Virginian

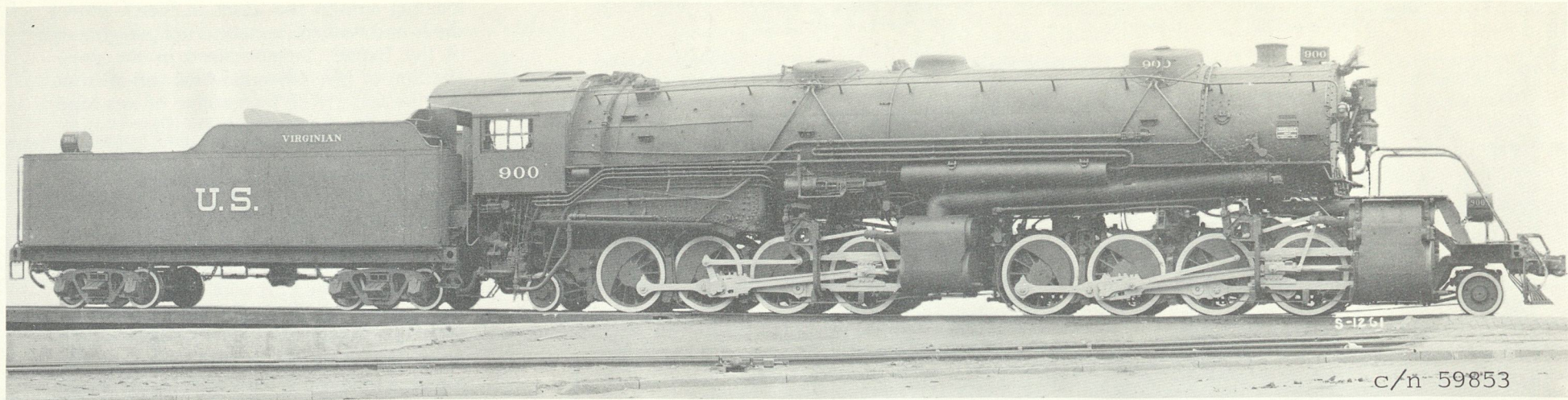


These four-cylinder, six-coupled articulated giants are capable of hauling the heaviest freights, over mountain grades, at sustained high speeds.



LIMA
LOCOMOTIVE WORKS
INCORPORATED

LIMA LOCOMOTIVE WORKS, INC., LIMA, OHIO



c/n 59853



c/n 61118

Charles T. Felstead collection

In January 1919 the U.S.R.A. assigned five 2-8-8-2's just completed at Schenectady to the Virginian. However, the VGN rejected the offer and they were reassigned to the N. & W. noed 2000-2004. The VGNs refusal may have been due to the fact they had 20 identical engines about to be delivered by Richmond, nos 701-720, which were completed in May & June 1919.

VIRGINIAN RAILWAY'S Southern Branch local freight, led by workaday Baldwin 2-8-2 No. 447 across an edge of Dismal Swamp surveyed by George Washington, operated within a tight historical perimeter of the Old Dominion Commonwealth in 1950.

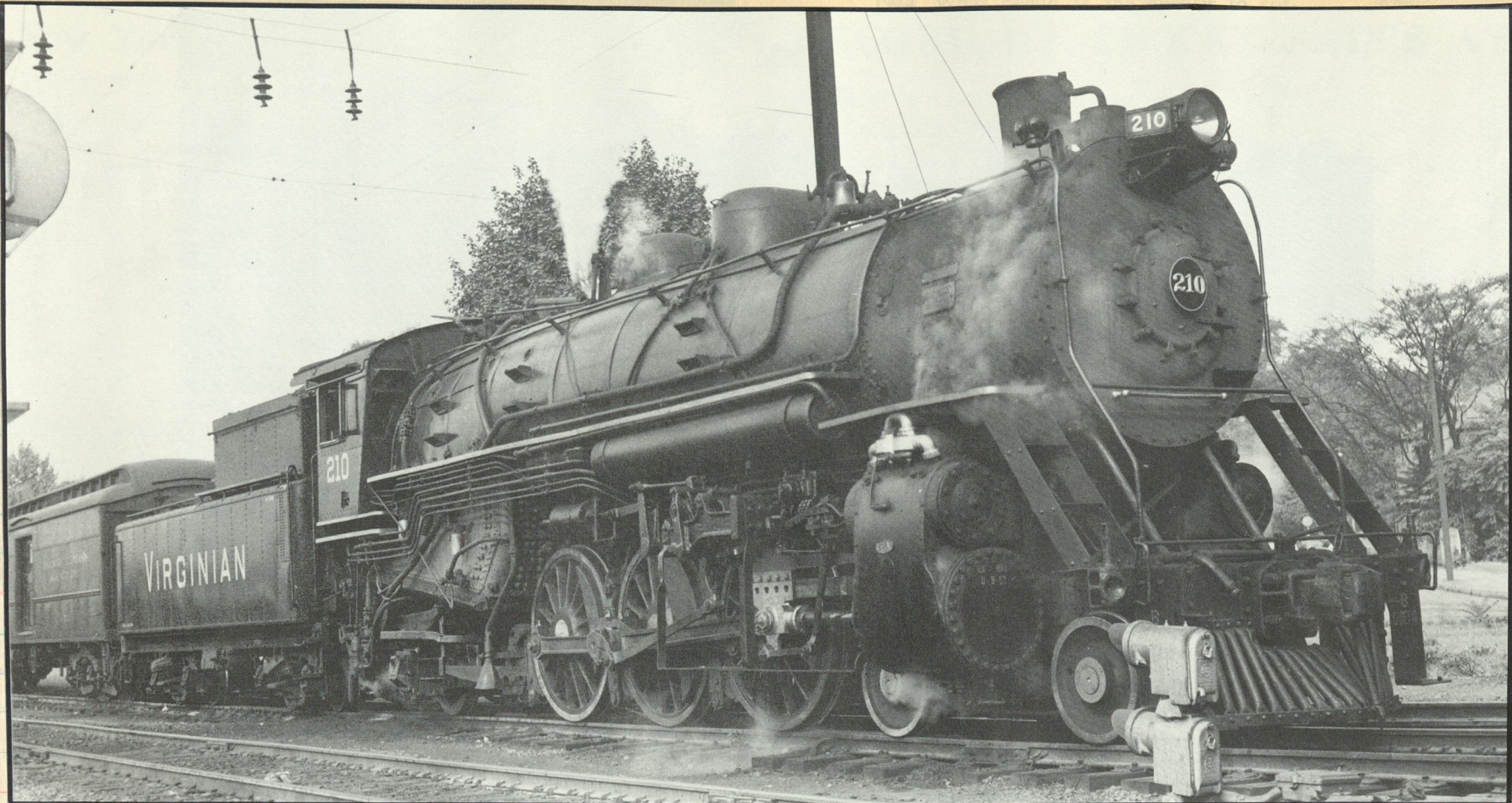


44

SELLER
DATE
FORM

DESTINATION	Amt.	Com. No.	Clos. No.
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ps. No.	Sold	Amount	Clos. No.	Sold	Amount
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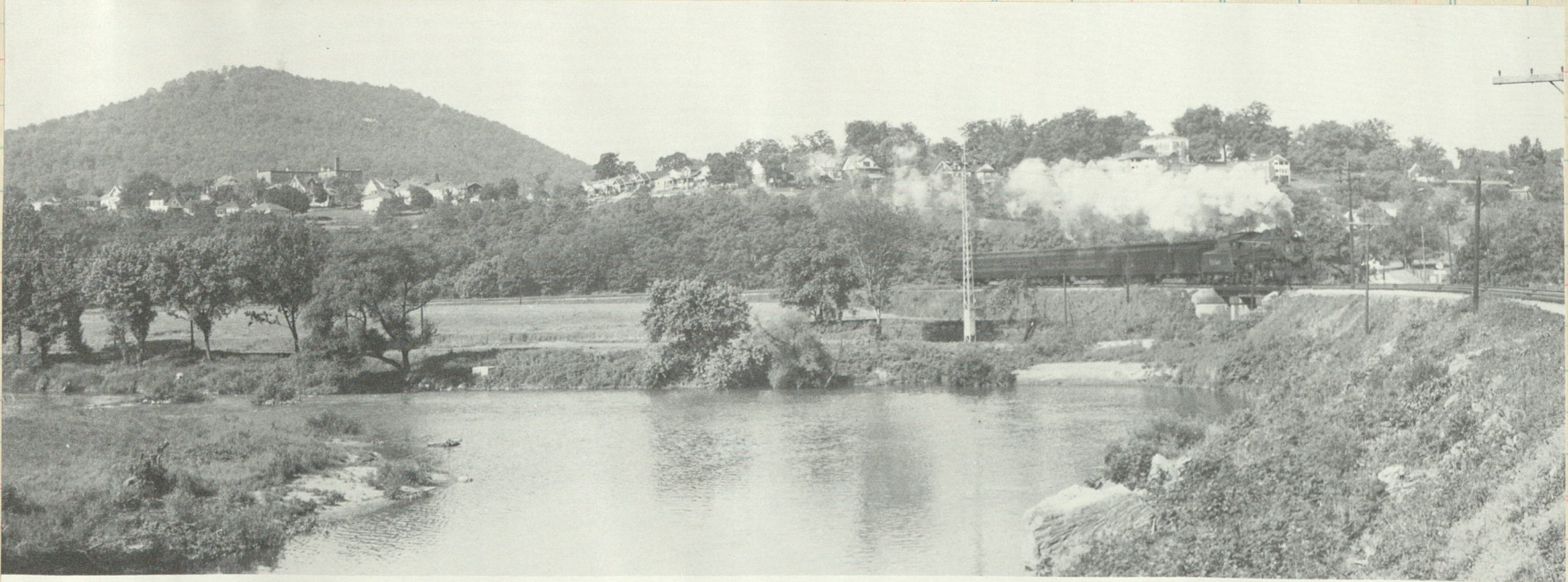


It was the little local trains such as this serving the countless remote areas that bound the country together.

Trn #4 lvg Roanoke



Trn #2 crosses over the N&W's Bluestone Br at Matoaka, W.V.



Mill Mountain and its star are in the background as Train 4 (above), Norfolk-bound, departs Roanoke behind Engine 212.

D. Wallace Johnson

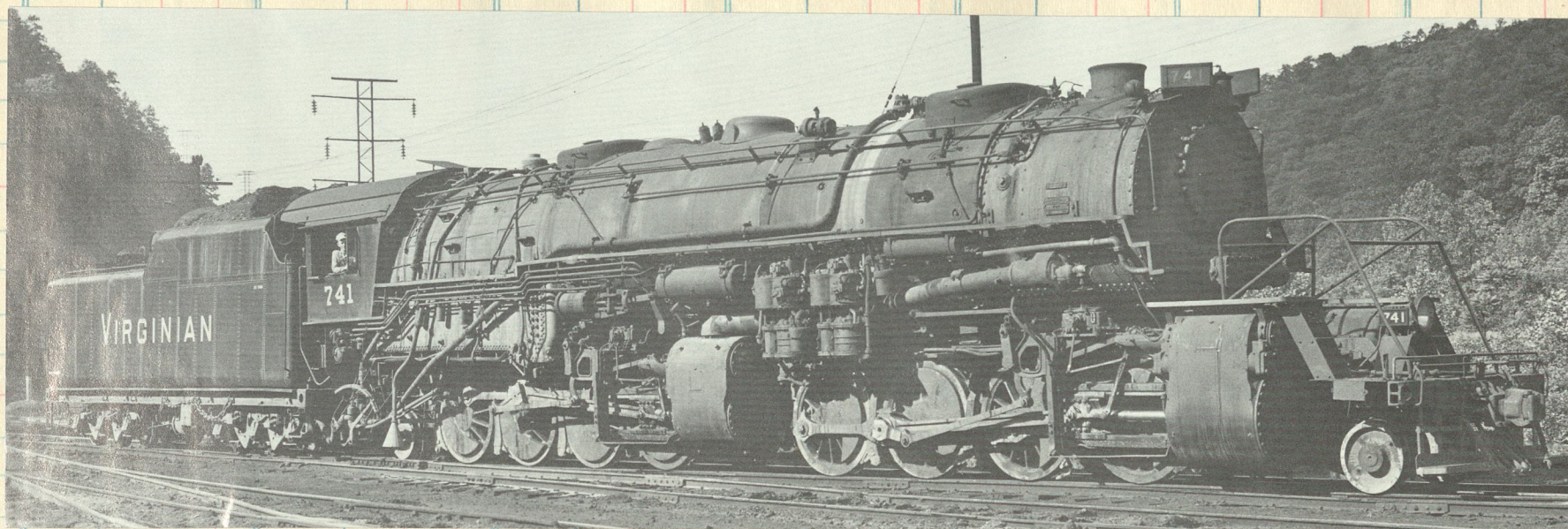
Total
Add—Error
Deduct “
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for

Richmond 1919
c/n 61115

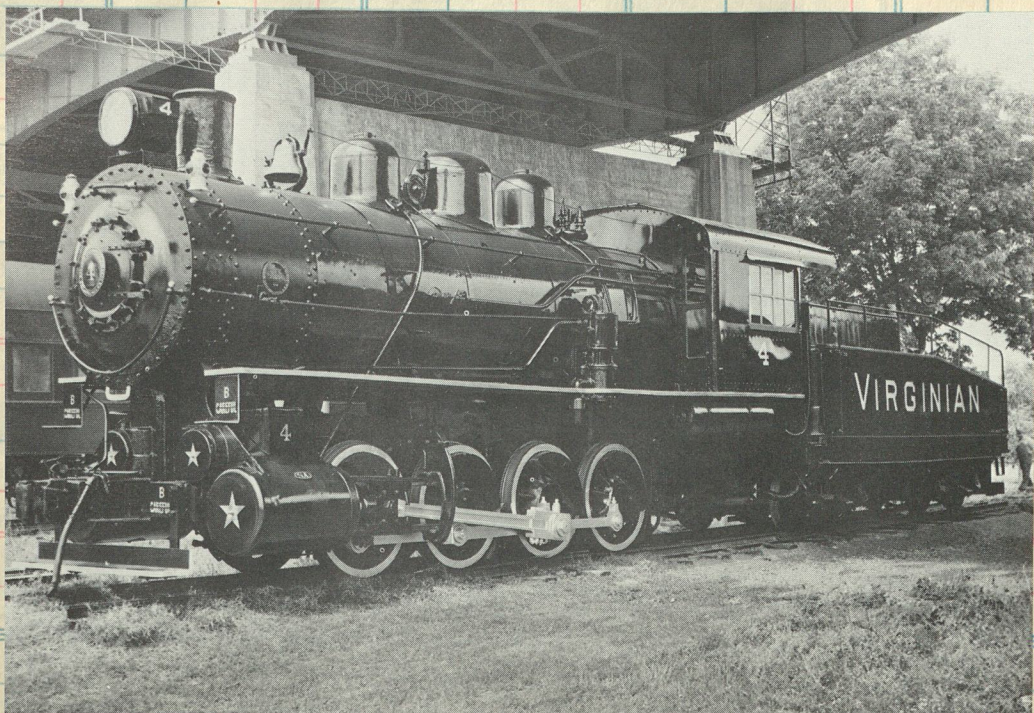
A black and white photograph of a steam locomotive, number 703, pulling a freight train. The locomotive is dark-colored with '703' visible on the side and front. It is pulling several freight cars, including one labeled 'ARGENTON'. The scene is set outdoors on a railway track with hills in the background.

CUT HERE
.....
To Make
Short Sheet

45



One of seven former N&W engines noed 736-742. The 741, org N&W #2029 was sold to the Santa Fe in 1943 noed 1795. In 1948 was purchased by the VGN Built by Schenectady in 1919 c/n 61097



Virginian Railway No. 4 was placed in the Roanoke Transportation Museum on May 30, 1969. The spiffy 0-8-0 was Virginian Class SA and was built by Baldwin (c/n 35034) in 1910. No. 4 spent its last days in service at Suffolk, Va. under the tender care of Engineer B. Moore who kept the locomotive spick and span including the application of silver to the individual rivet heads on No. 4's smokebox.

46

SEL

D

AND





Sleep like a Kitten

In 1927 the C. & O. operated 2,627 miles with 1048 engines, 54109 freight cars and 469 passenger.

CHESAPEAKE

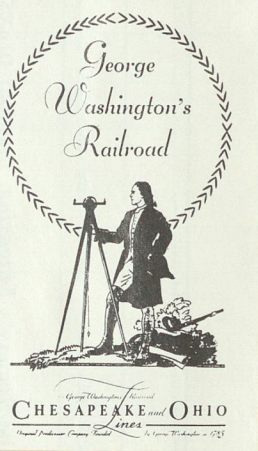
AND *Ohio*



Chesapeake & Ohio freight No. 95 climbing to the summit at Alleghany, west of Covington, Va. By Donald W. Furler.

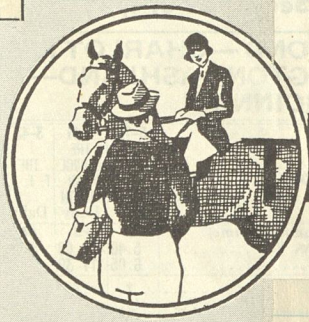
The Chesapeake & Ohio Railway

The Chesapeake & Ohio Railway traces its origin to the Louisa Railroad, begun during 1836 in Louisa County, Virginia, and to the James River and Kanawha Canal, begun also in Virginia in 1785. By 1850 the railroad has been built from Richmond to present-day Clifton Forge, Virginia, and re-named the Virginia Central. After extensive use and massive damage in the Civil War, the road was reorganized as the Chesapeake & Ohio, and was built across West Virginia to Huntington, on the Ohio River, in 1872 and 1873. In 1888 the main line was extended down the south bank of the Ohio and across that stream to Cincinnati. After the turn of the century another line was acquired from Cincinnati through Indiana to Chicago. Later, the Hocking Valley Railway was merged, and a line built between its road and the C&O, thus connecting the C&O with Great Lakes shipping at Toledo. In West Virginia and Kentucky extensive branch lines tapped the rich bituminous coal fields, from which the C&O's wealth has flowed. Coal was and is shipped primarily to Newport News, Virginia, for export and coastwise shipping, and to Toledo, Ohio, for Great Lakes shipping; it is used principally for metals production and power generation. In 1947 the C&O absorbed the Pere Marquette Railway, with which it had been affiliated since the Van Sweringen days of the 1930s. Today the former PM lines, mostly in Michigan, form an important source of merchandise freight revenues, including much lucrative automotive business.



THE

SPORTSMAN



The Sportsman

AIR CONDITIONED



No. 5-47—THE SPORTSMAN.
Air-Conditioned.

Lounge Sleeping Car—
Washington to Cincinnati. Radio and Buffet. (8-Sec., 1-D.-R.)

Sleeping Cars—
Old Point Comfort to Detroit (12-Sec., 1-D.-R.),
Clifton Forge and White Sulphur Springs to Cleveland (8-Sec., 1-D.-R., 2-Compt.). (In N. Y. C. No. 42 from Columbus.)
Hinton to Columbus (12-Sec., 1-D.-R.). (Occupied until 800 a.m.)
Richmond to Cincinnati (12-Sec., 1-D.-R.). (In E. & O. No. 78 from Huntington). Returns to Hinton in C. & O. No. 14 from Cincinnati).

Dining Cars—
Serving all meals.

Club Lounge Diner—
Richmond to Charlottesville,
Columbus to Detroit.

Imperial Salon Cars—
Individual seats for passengers not desiring Pullman accommodations;
Washington to Detroit; Old Point Comfort to Charlottesville;
Huntington to Cincinnati. No seat charge.

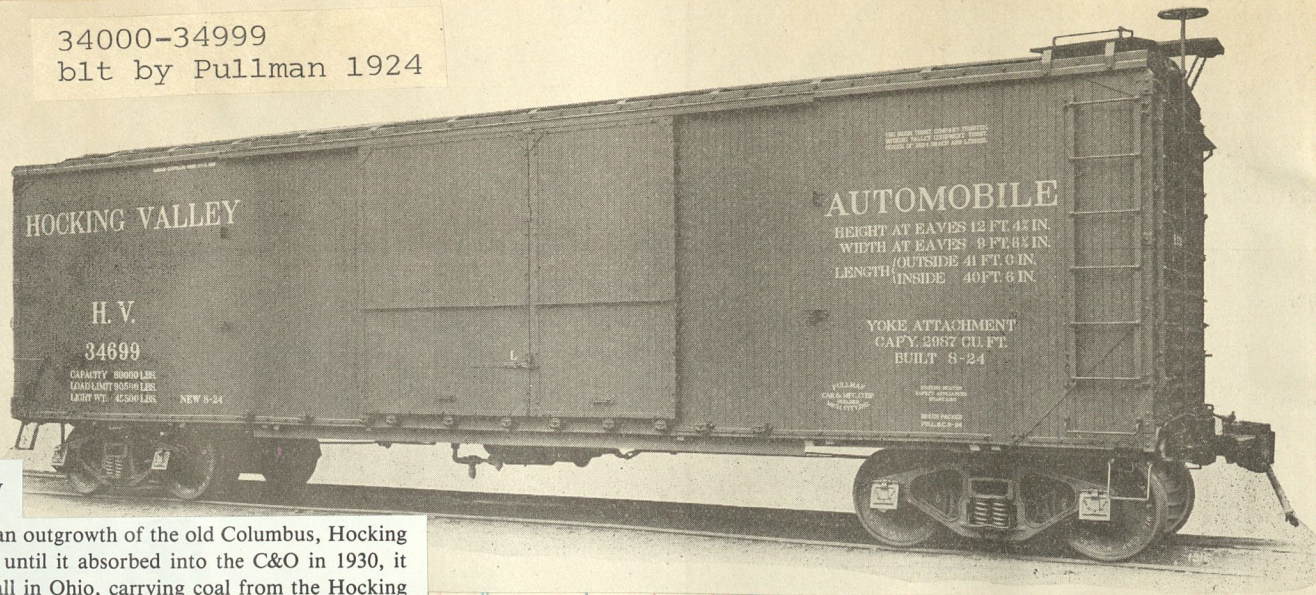
THE CHESAPEAKE AND OHIO'S TRAIN NO. 5-47, THE SPORTSMAN, WESTBOUND AT MAYSVILLE, KENTUCKY; SUPER-PACIFIC NO. 484, SPEED APPROXIMATELY 70 M.P.H.

(215)

HOCKING VALLEY
[in 1927]

Engines 138
Frt cars 7927
Pass cars 53

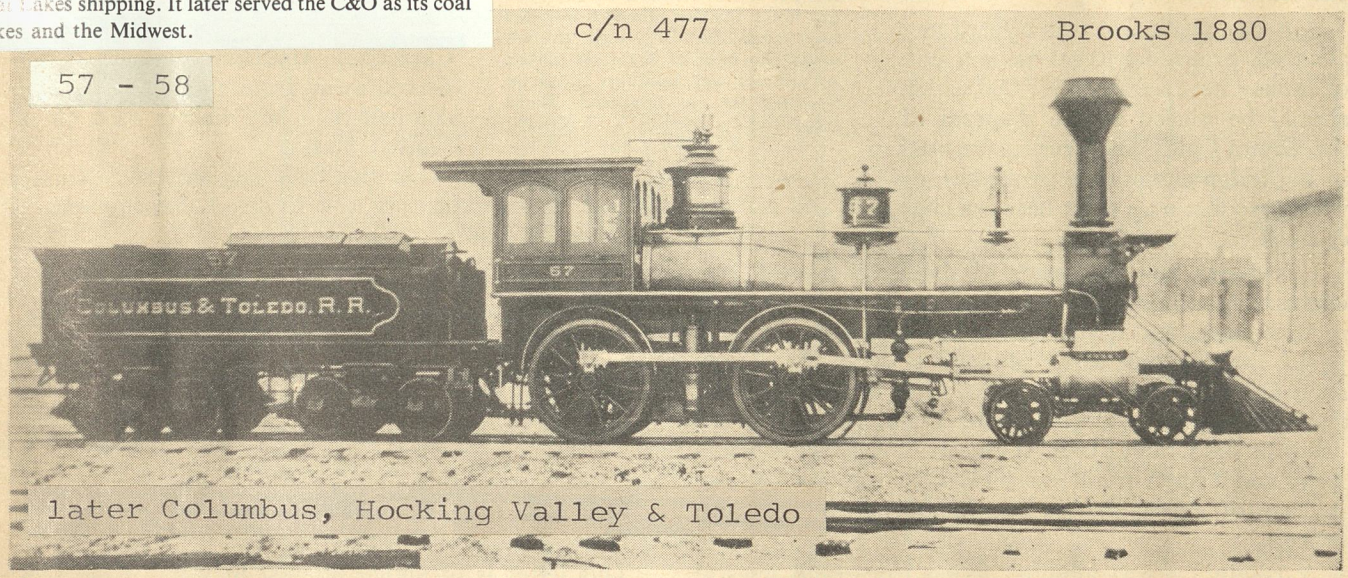
34000-34999
blt by Pullman 1924



The Hocking Valley

The Hocking Valley was an outgrowth of the old Columbus, Hocking Valley & Toledo. From 1899 until it absorbed into the C&O in 1930, it operated 320 miles of track, all in Ohio, carrying coal from the Hocking hills to Toledo and Great Lakes shipping. It later served the C&O as its coal outlet to the Great Lakes and the Midwest.

57 - 58

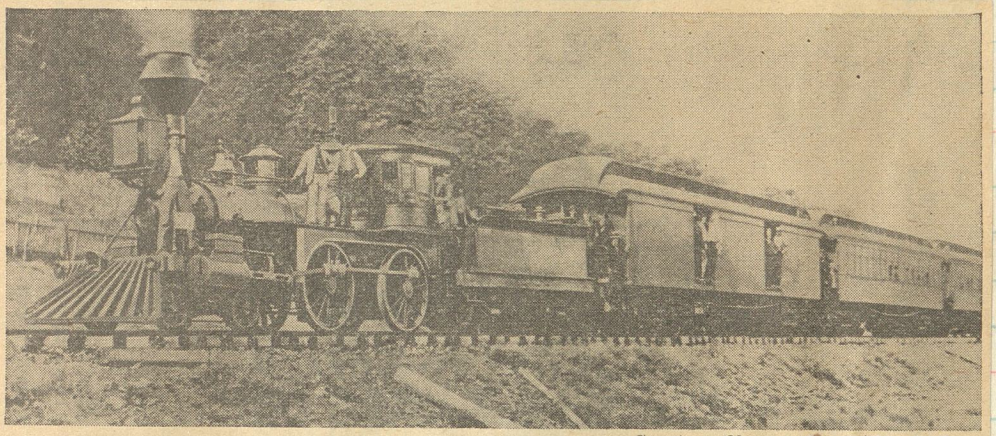


later Columbus, Hocking Valley & Toledo

c/n 477

Brooks 1880

Tom Dixon of Lynchburg reports this clip is of the first train to run from Huntington to Cincinnati in 1888. The #23 was blt by Smith & Jackson in 1865 and was known as the 'Edmund Fontaine'.



OLD 23, ready to roll over the Marysville & Big Sandy (now C&O) into Huntington, W. Va., seventy-three years ago

Courtesy, Chesapeake & Ohio Railway

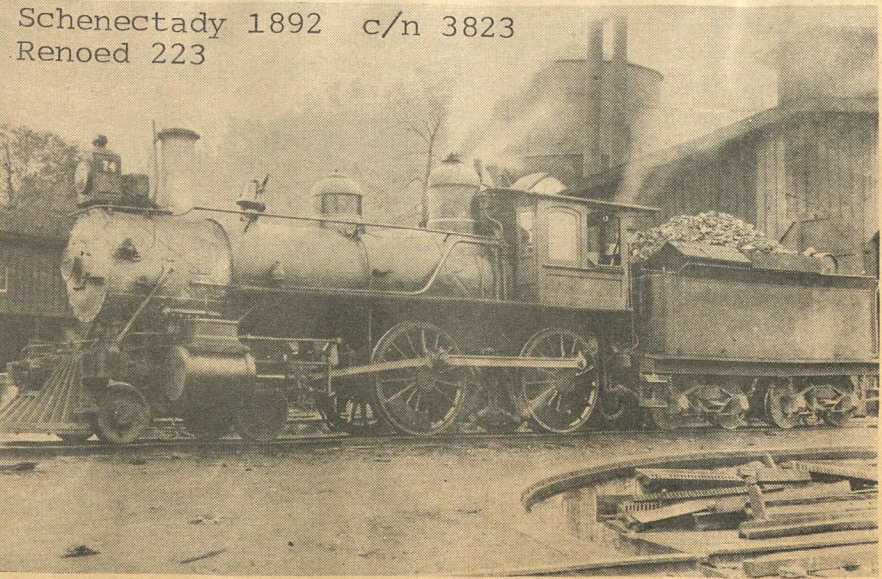
Schenectady 1889
c/n 2856
Retired 1929



Renoed 221, 201

Billy Richardson, left, with loco No. 70 at Huntington, W. Va., about 1890

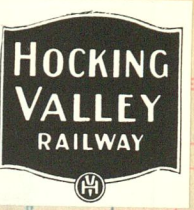
Schenectady 1892 c/n 3823
Renoed 223



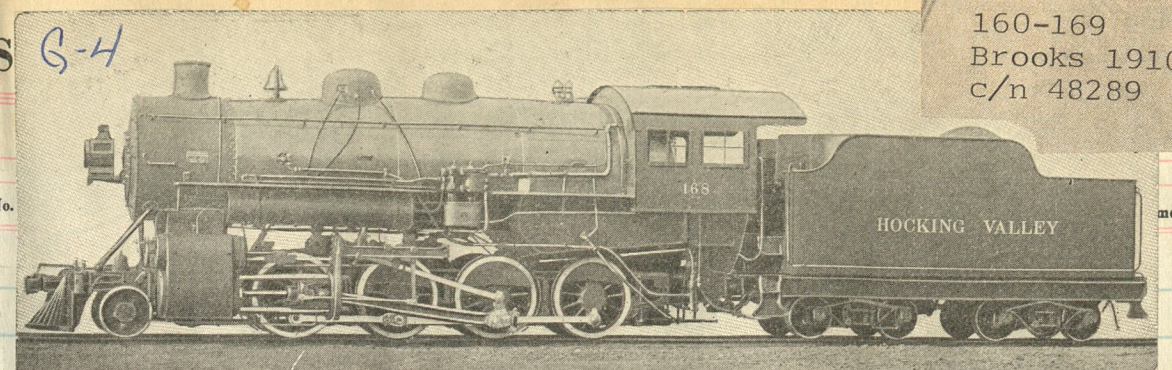
CHESAPEAKE & OHIO'S OLD ENGINE 74 BUILT IN 1892

S G-4

160-169
Brooks 1910
c/n 48289



47

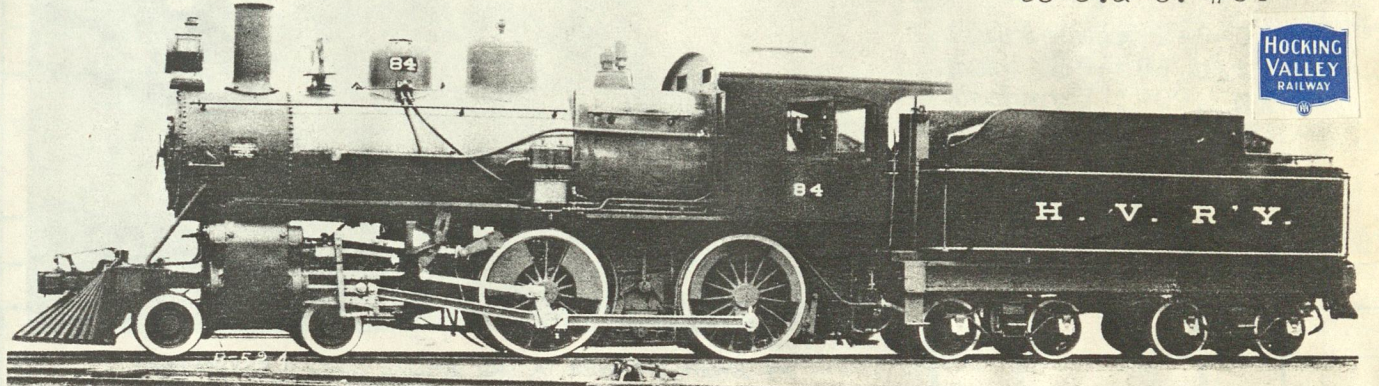


To the C & O, class G-4, same numbers

Hocking Valley #84

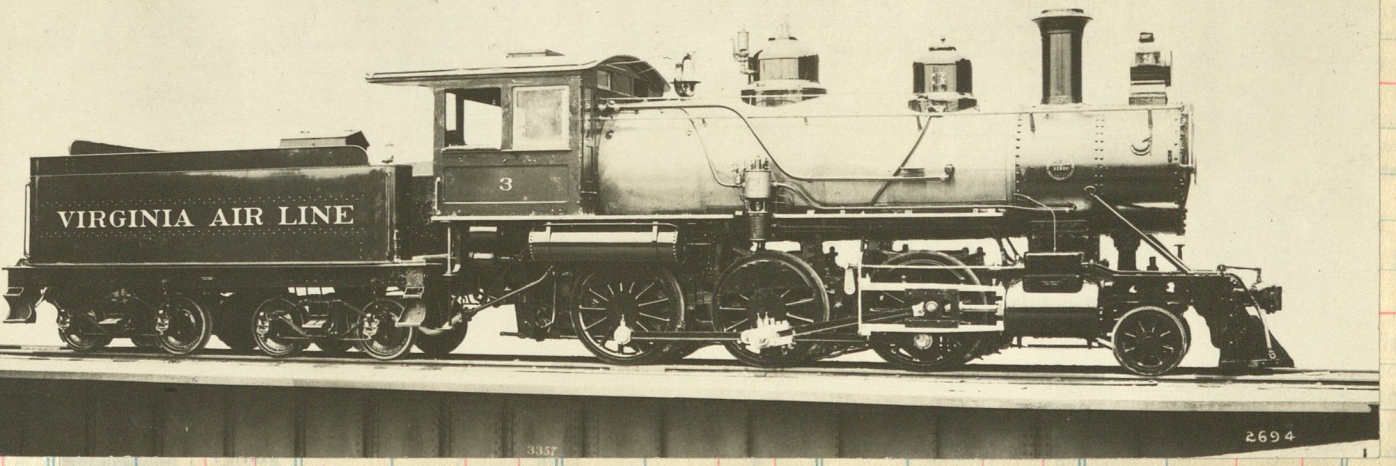
c/n 43691

Brooks 1907
to C. & O. #84

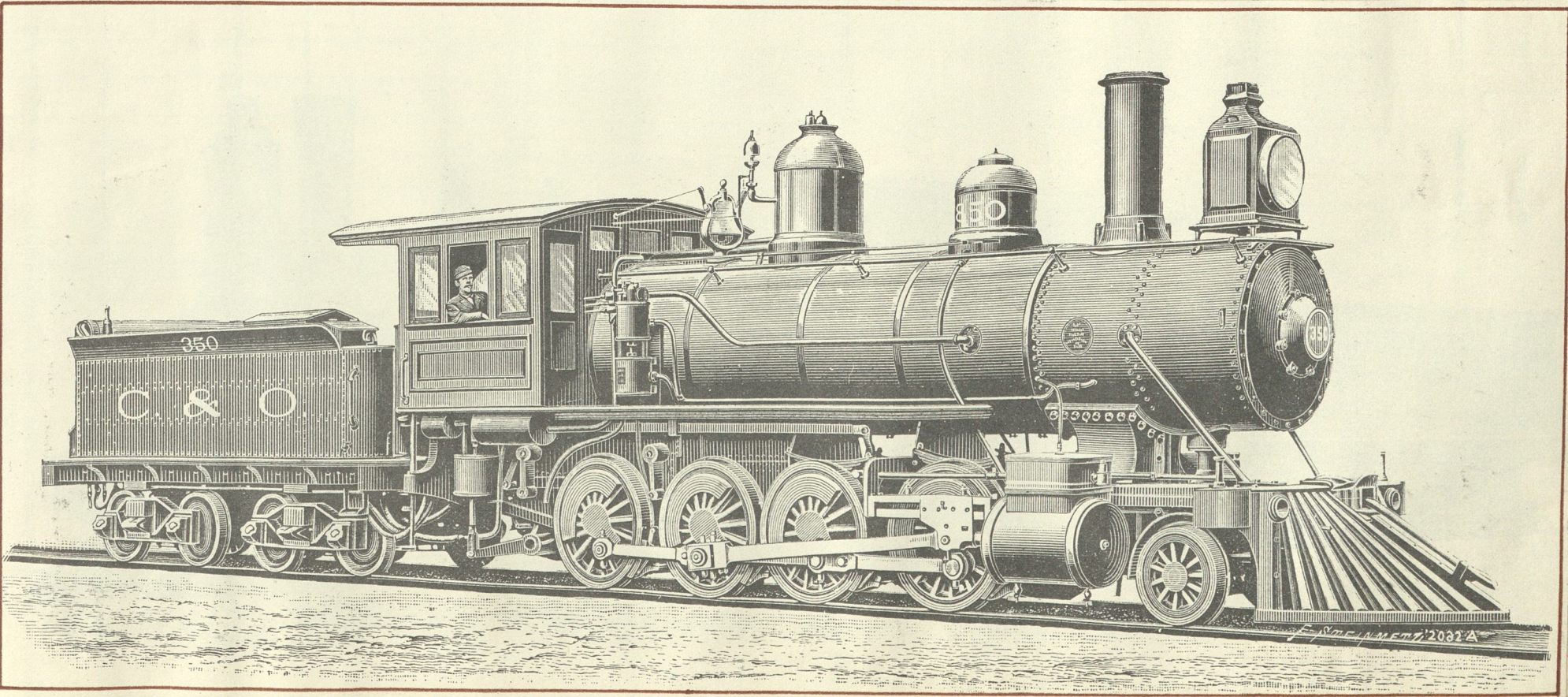


The "Westward Ho"

Blt for the
VIRGINIA CENTRAL
by Rogers 1857 c/n 760



Blt by Baldwin 1908 c/n 32830 To C&O nos 330, 332, 16, 20, 428

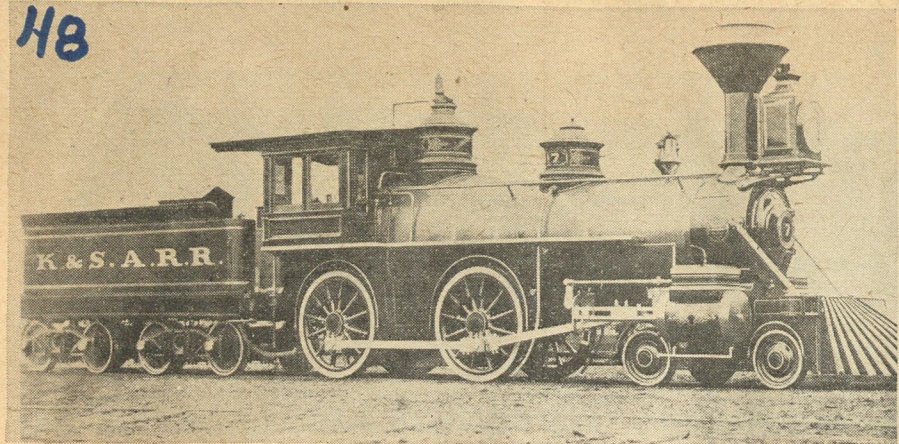


#350

c/n 2337

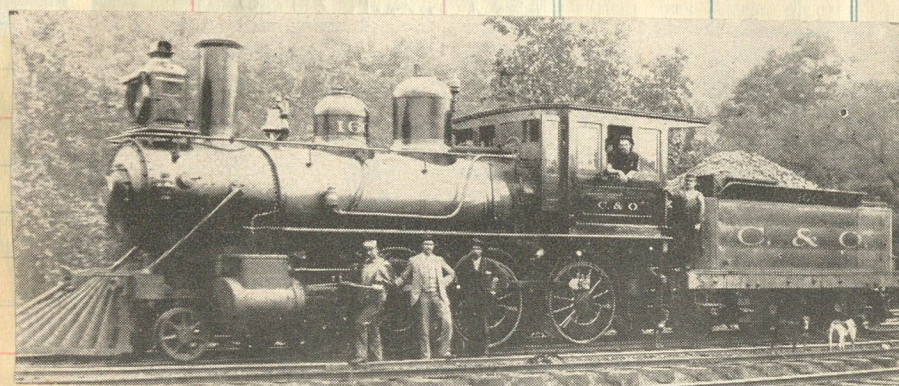
renoed 315

Richmond 1893

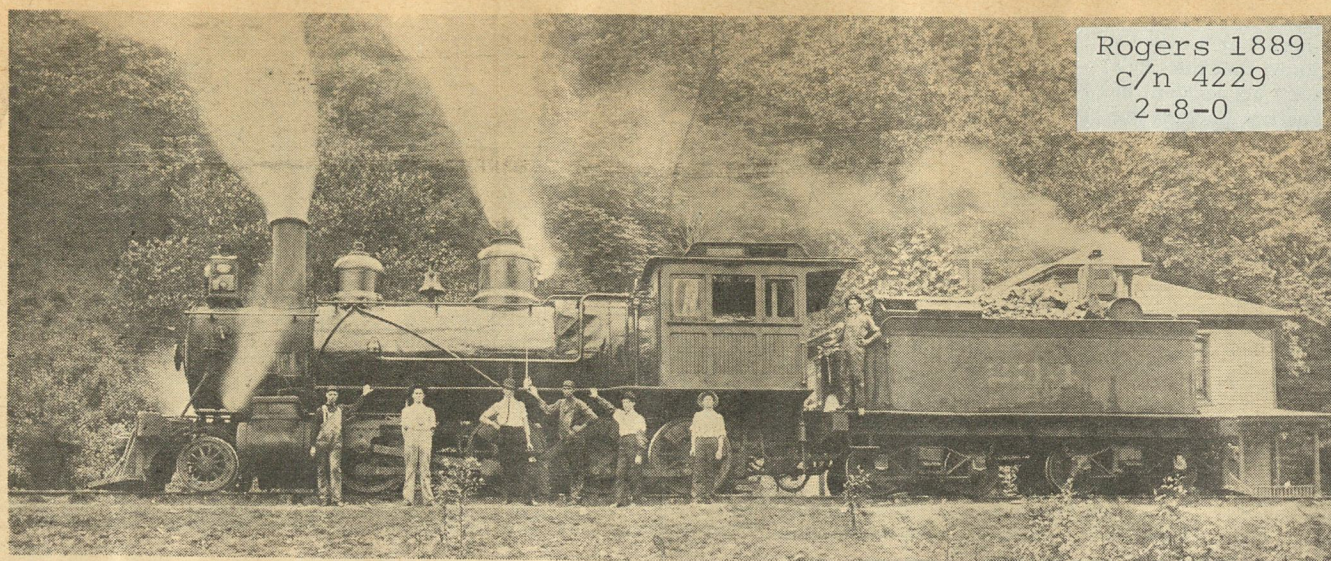


OLD KENTUCKY & SOUTH ATLANTIC RAILROAD'S ENGINE 7

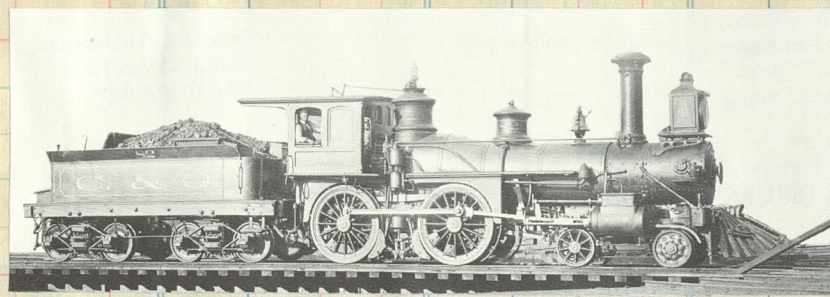
Regardless of the caption, this is NOT K. & S.A. #7



One of three 10 wheelers built by Grant in 1887 for the Richmond & Alleghany noed 22-24. C&O #160, ex R&A #22, renoed 822.

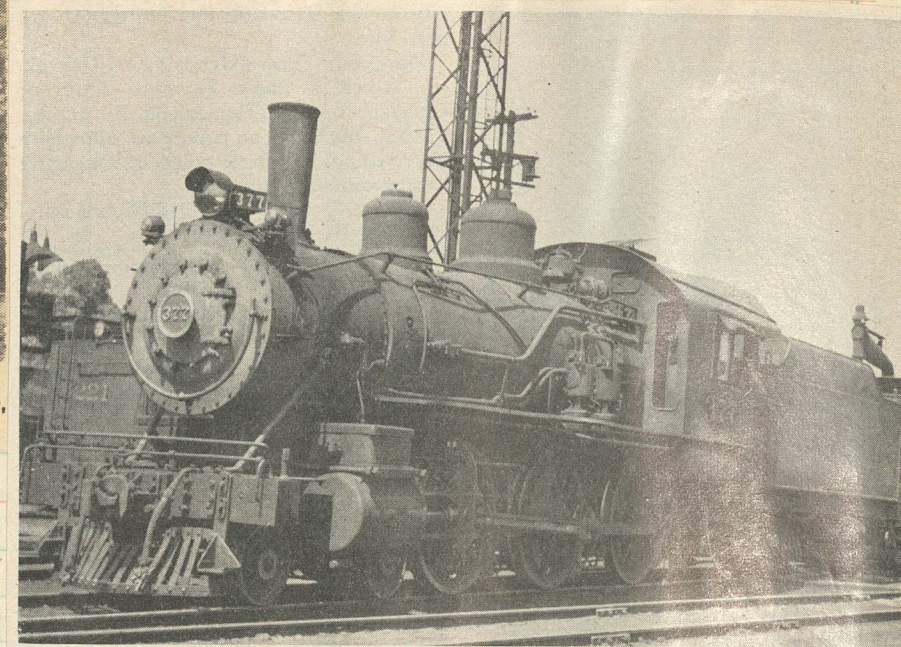


OLD TIMER ON CHESAPEAKE & OHIO
Locomotive 234 was photographed on Cabin Creek branch of the railroad in 1905. Fourth man from left is Brother T. B. Harbour, Div. 190, engineer, who lent the picture.



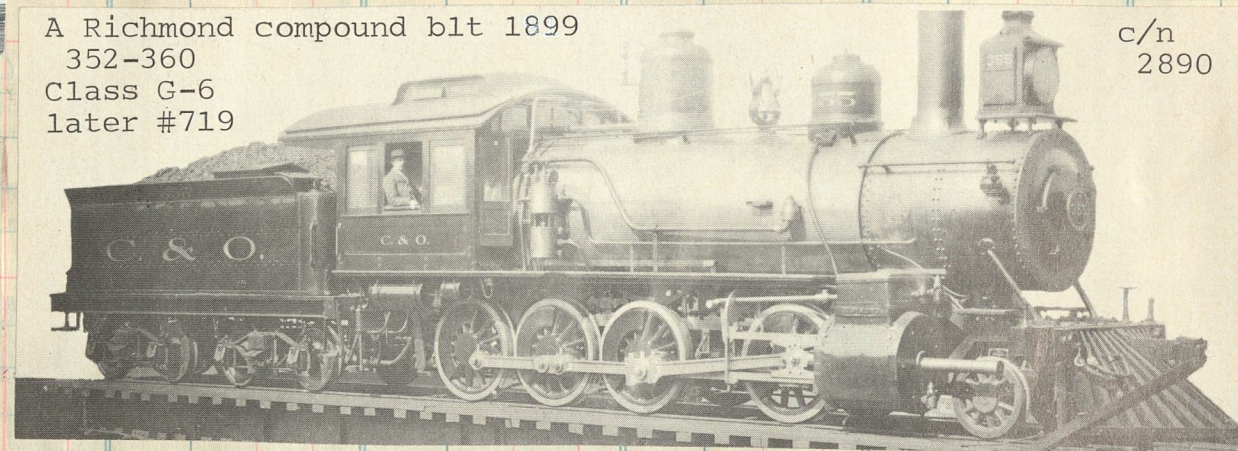
#82 blt as Richmond & Alleghany #5 by Grant in 1880, c/n 1327. Noed C&O 27, 82, 97, 458, 89

Ten wheeler #377 had an interesting career. Built by Baldwin in 1902, c/n 21329, as Cincinnati, Richmond & Muncie #108, then as Chicago, Cincinnati & Louisville #108, to C&O #1108, 377.

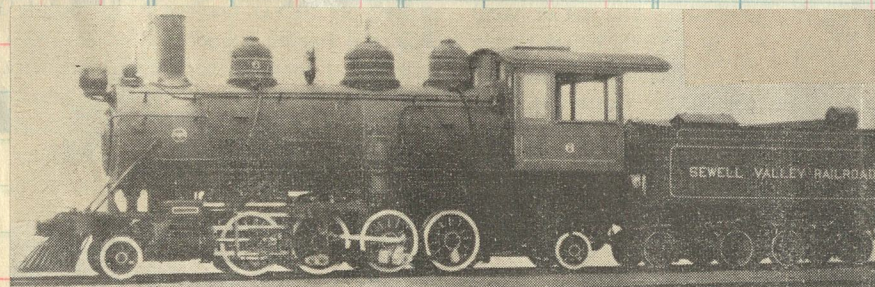


In June 1950 C&O No. 377 was busy at Clifton Forge, Va., and looked forward to many more years of work.

A Richmond compound blt 1899
352-360
Class G-6
later #719

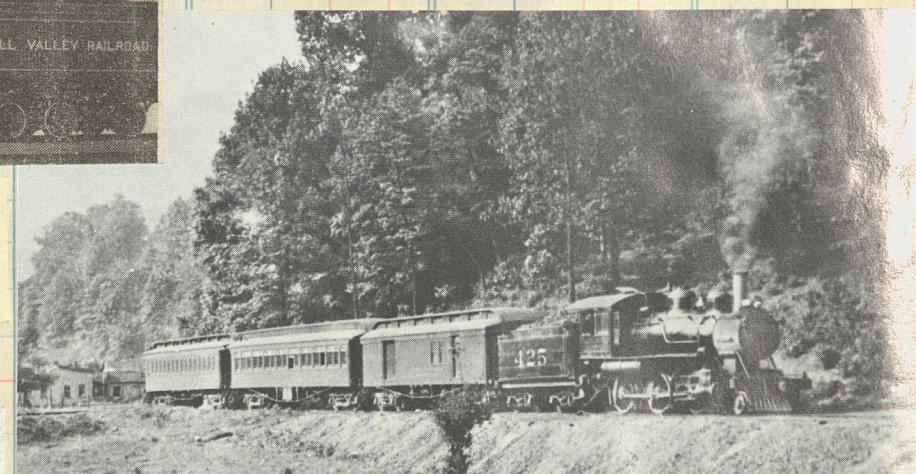
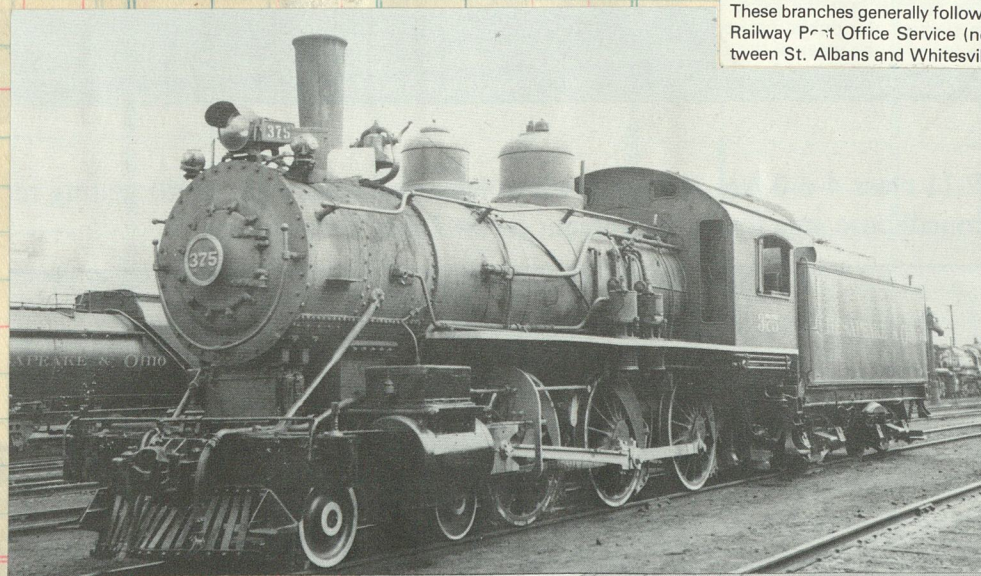


c/n
2890



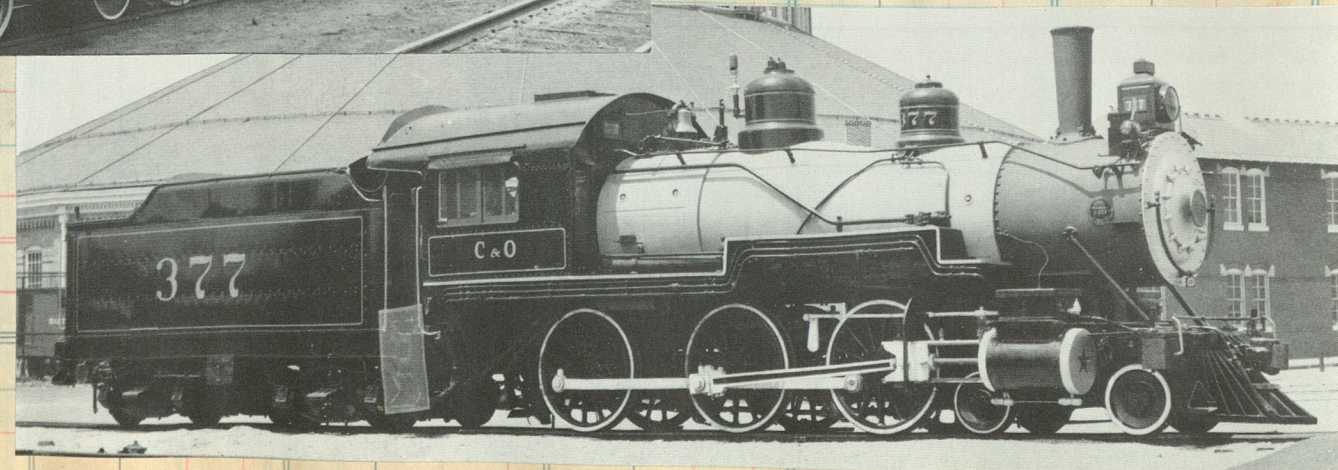
Sewell Valley #6, Baldwin 1919 c/n 52246, was one of seven little Mikes acquired when the C&O took over the S. V. in 1927. #6 was noed C&O 2900.

The #425 was built as the Island Creek Coal Co. #1 at Richmond 1907 c/n 42346



Above, a C&O Coal River Branch passenger train about 1920. The three-car local features 2-6-0 No. 425 as motive power. The Coal River Branch and its extensions connected with the main line at St. Albans, W. Va. These branches generally followed the Coal and Little Coal Rivers about 50 miles south, deep into the mountains. Railway Post Office Service (note combine) was provided between St. Albans and Seth (1919-1920) and between St. Albans and Whitesville (1920-1950). Spunky 425 was a class E-6 built by Richmond in 1907.

Another of the C.R. & M. Ten wheelers, also blt by Baldwin 1902 c/n 20480. Org #CR&M #106, then C.C. & L. #106, to C. & O. #1106, #375.



Now on static display at the B & O Museum

George W. Stevens

GEORGE W. STEVENS, president of the Chesapeake & Ohio, fell dead at the Greenbriar Hotel, White Sulphur Springs, W. Va., on November 3 while dictating to his stenographer. His death was due to paralysis. Mr. Stevens was 69 years old. He had been president of the Chesapeake & Ohio continuously since 1900 with the exception of the period of federal control when he was federal manager.

Mr. Stevens attained the position of president of the Chesapeake & Ohio following a training in the operating department. He entered railway service as a messenger in the employ of the Baltimore & Ohio in 1864 at the age of 13. He was employed by that road until 1870, when he became an agent on the Pittsburgh, Cincinnati & St. Louis, now part of the Pittsburgh, Cincinnati, Chicago & St. Louis. Following three years service with that road he became a despatcher on the Wabash, St. Louis & Pacific, now the Wabash, and he had worked his way up to the position of assistant general superintendent when seven years later he left to become general superintendent of the Chesapeake & Ohio.

It would be very interesting to sketch the development of the Chesapeake & Ohio in these 30 years in which Mr. Stevens was connected with it. In 1890 when he became general superintendent the road had been out of the hands of receivers but a short time. It was then controlled by the Morgan interests and Mr. Stevens was the man that those in charge finally selected to put it on its feet. The president of the road during the period in question—namely 1888 to 1900—was Melville E. Ingalls. Mr. Ingalls was a lawyer, and not an operating man, so that the actual operation of the property was in the hands of Mr. Stevens, who at this time held the position of general superintendent and later that of general manager. In 1900 control of the road passed to the New York Central and Pennsylvania Railroads. Mr. Ingalls resigned and Mr. Stevens succeeded him as president on February 1, 1900. When control of the road again changed in 1906 to the syndicate headed by Edwin Hawley, and Frank H. Trumbull was elected chairman of the board, Mr. Stevens was also continued in his position as president. It will thus be seen that Mr. Stevens served as operating head under no less than three different administrations. If federal control were included, one would say four. This indicates beyond question the respect paid to his knowledge of the Chesapeake & Ohio and his ability to operate it successfully. It will be noted, however, that Mr. Stevens was not at any time during his 30 years connection with the road its financial head.

Enough has been said to indicate that Mr. Stevens' sympathies were with the operating department. This will not be construed to mean, however, that he did not understand the importance of the duties of the other departments or that he failed to have a keen appreciation of their problems. As

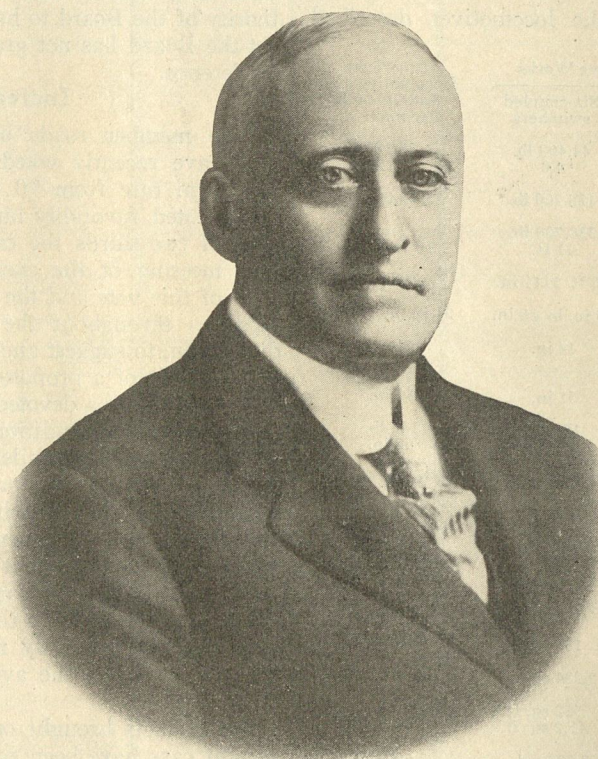
an operating officer he was a strict disciplinarian. The stories told of him are to the effect that he had a temper by no means mild, but that when the storm was over, it was settled and all concerned were friends again. His popularity with the rank and file and with his fellow officers was noteworthy.

An interesting sidelight on his ideas and character is shown in connection with his keen interest in Y. M. C. A. work. In the early nineties, when he was general superintendent, he assisted in the establishment of the first Y. M. C. A. on the Chesapeake & Ohio at Hinton, W. Va. This proved so successful, and so much was Mr. Stevens impressed with its success that he lent his practical and sincere co-operation, until today there is a railroad Y. M. C. A. at every division point on the Chesapeake & Ohio. Mr. Stevens had taken a great interest in the International Railroad Y. M. C. A. Conference, which will be held at Richmond, November 18 to 21. It was largely because of his cordial invitation that Richmond was selected and he had made arrangements for co-operation, with special train service, etc. He had also sent out a personal letter to a large number of railroad officers to be present at a dinner to be given by him in connection with the conference. Comment on these facts is hardly necessary.

George W. Stevens was born at Utica, Ohio, in 1851. He attended school in his native town until the age of 13. He began work in 1864 on the Baltimore & Ohio, by which road he was employed for six years, first as a messenger boy, then as agent's clerk, and later as an operator. On February 1, 1870, he went to the Pittsburgh, Cincinnati & St. Louis, now part of the Pittsburgh, Cincinnati, Chicago & St. Louis, with which road he served successively as agent, despatcher's assistant and train despatcher. From 1873 to 1890 he was employed by the Wabash, St. Louis & Pacific and its successors which now constitute the Wabash. For eight years of this period he was train despatcher. He

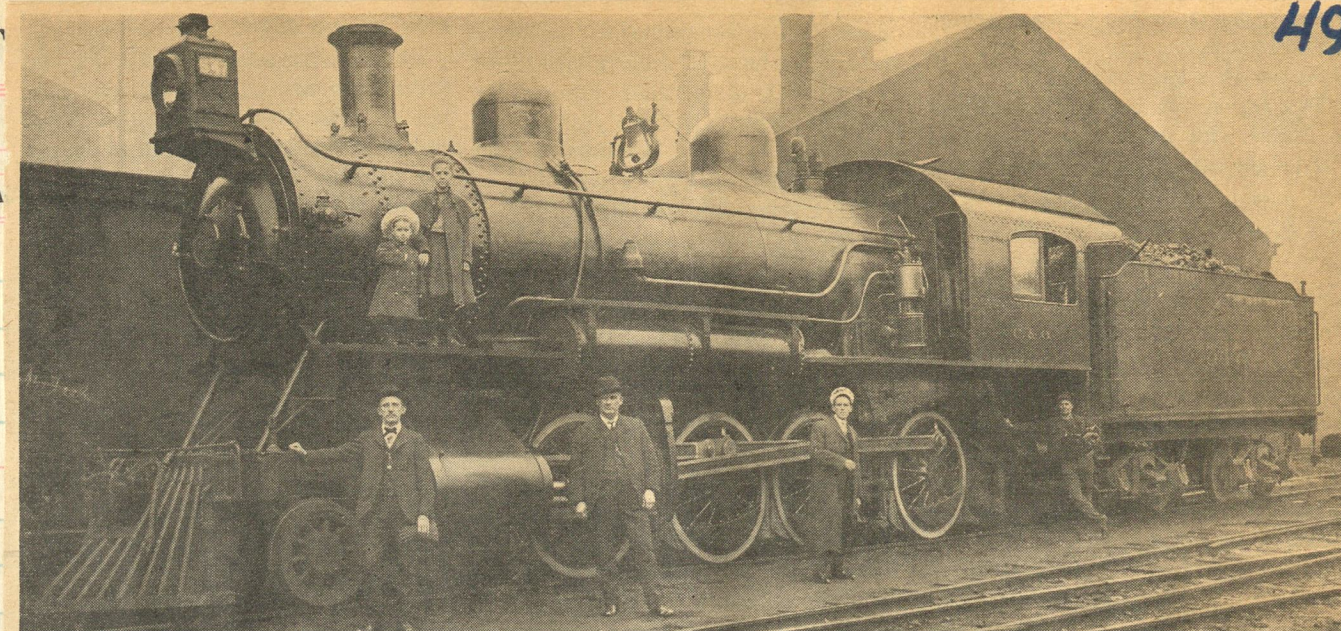
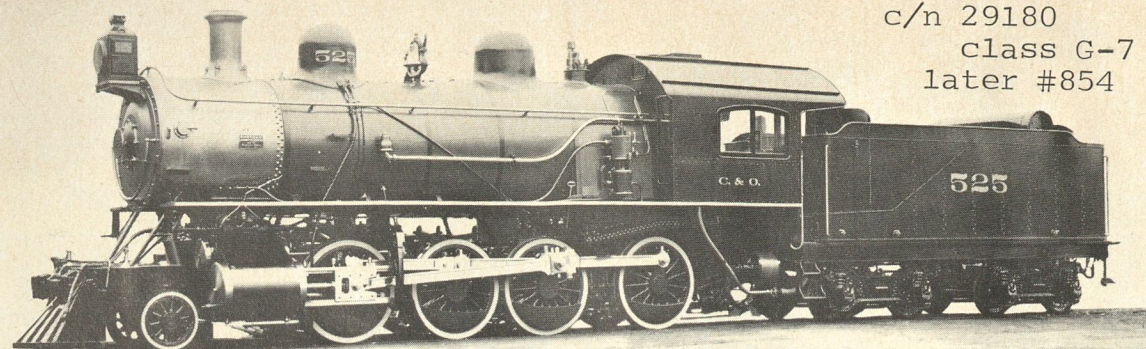
was then for two years superintendent of the Ohio & Indiana division; for the next 3½ years superintendent of the Eastern division and from January, 1887, to 1890, assistant general superintendent. He became connected with the Chesapeake & Ohio on January 1, 1890, as general superintendent. He was later made general manager, and on February 1, 1900, he was elected president of the property, succeeding Melville E. Ingalls. With the exception of the period of federal control, when he was federal manager, he held the position of president continuously until his death. In March, 1910, he was also elected president of the Hocking Valley, and in July, 1910, president of the Chesapeake & Ohio of Indiana.

Old time executives were knowledgeable railroaders who came up thru the ranks.



G. W. Stevens

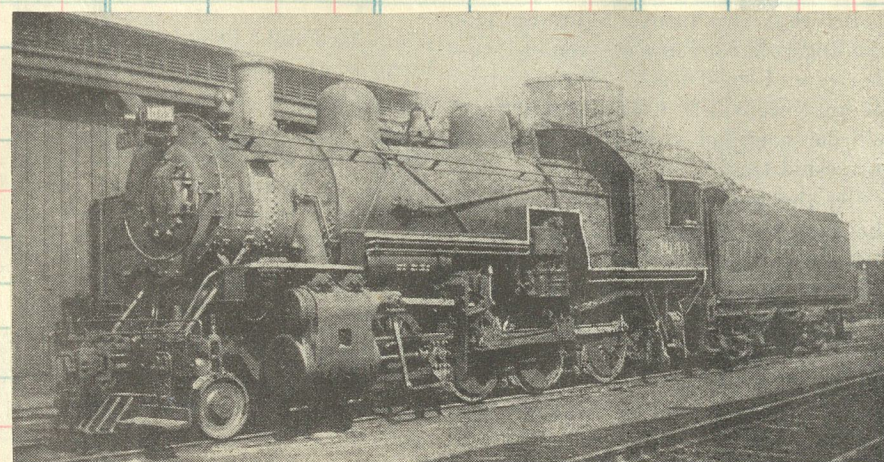
501-525 Richmond 1904
c/n 29180
class G-7
later #854



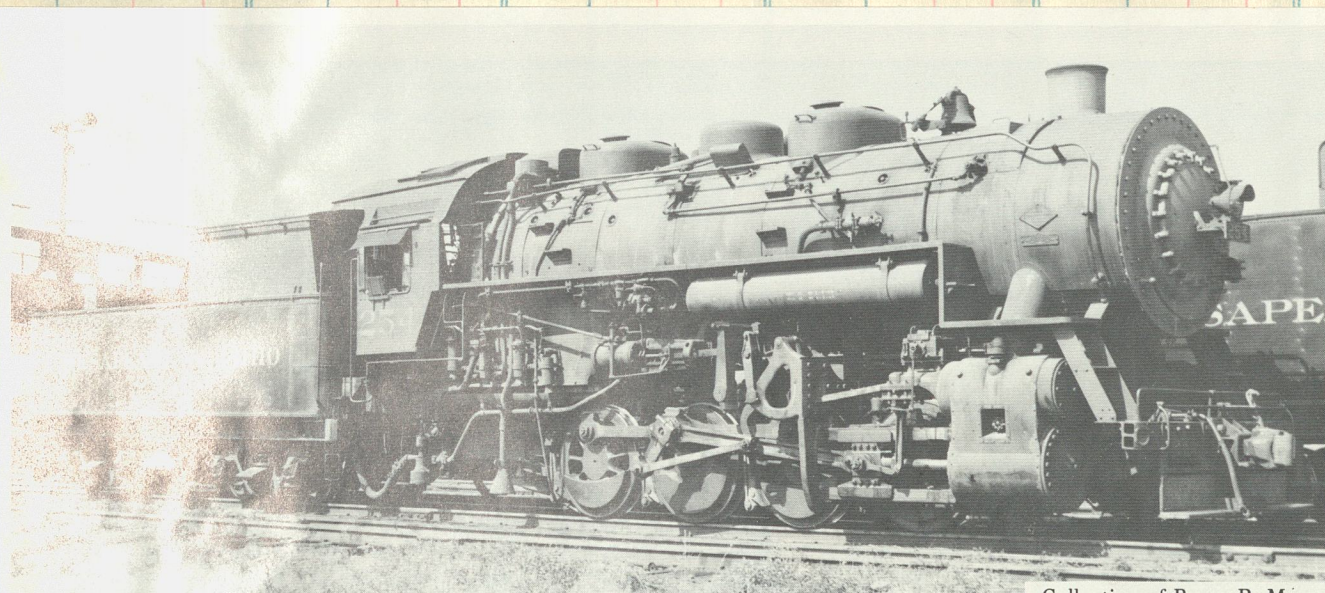
CHESAPEAKE & OHIO RAILROAD'S ENGINE 547 AT HINTON, W. VA., IN 1905

Eighteen 2-8-0's supplied by Richmond in 1905 noed 538-555
The 547, c/n 38106, renoed 876

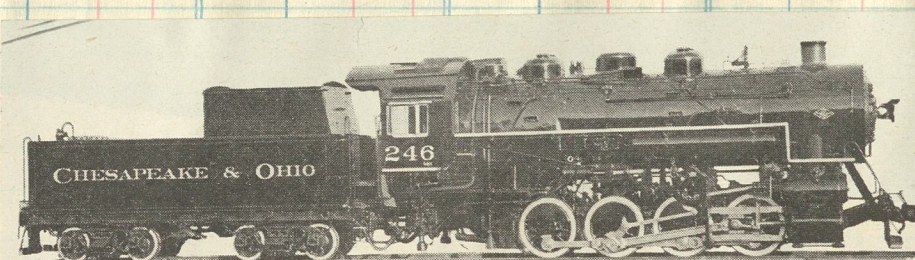
Thirty five Consolidations
were ordered from Richmond
in 1909 noed 648-682. Were
renoeed 1019-1053
#1043 ex 672 c/n 46386



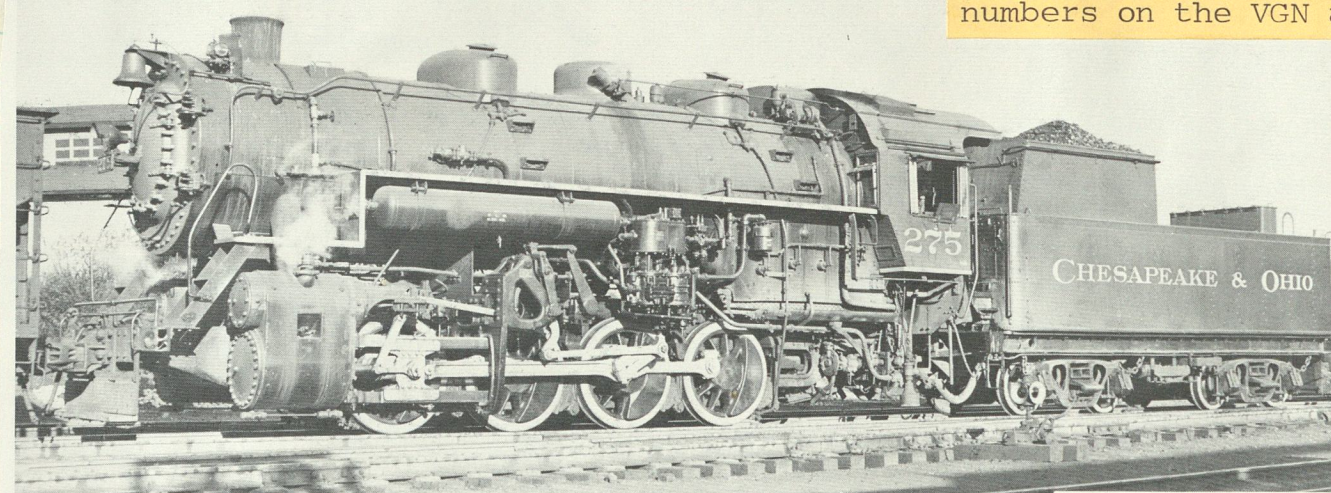
CHESAPEAKE & OHIO ENGINE 1043 AT NEWPORT NEWS, VA.



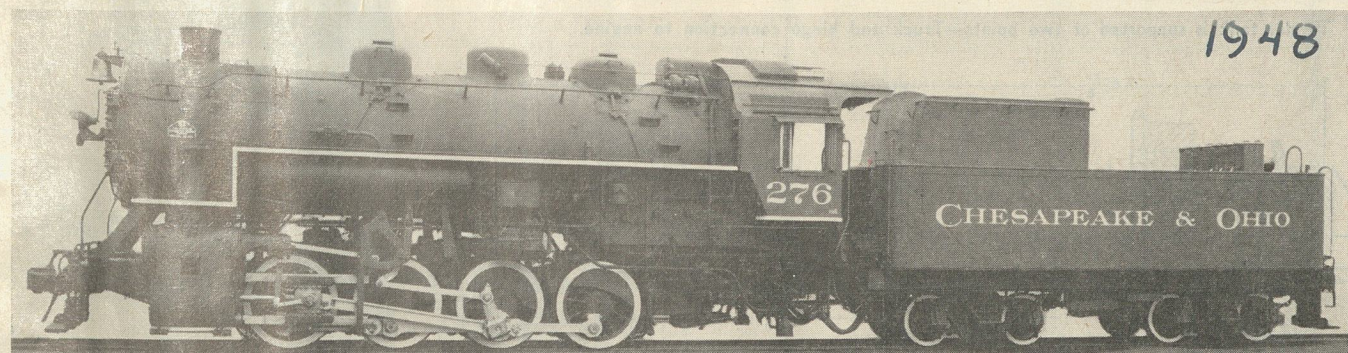
Collection of Bruce R. Meyer



In 1942 LIMA delivered fifteen 0-8-0's numbered 240-254. These were followed in 1948 by thirty, 255-284, blt by Baldwin. For some idiotic reason the C&O decided in 1950 to turn the yard work over to "cracker boxes" and at garage sale prices sold the LIMAS to the Virginian and the Baldwins went to the N&W keeping the same numbers on the VGN and N&W.

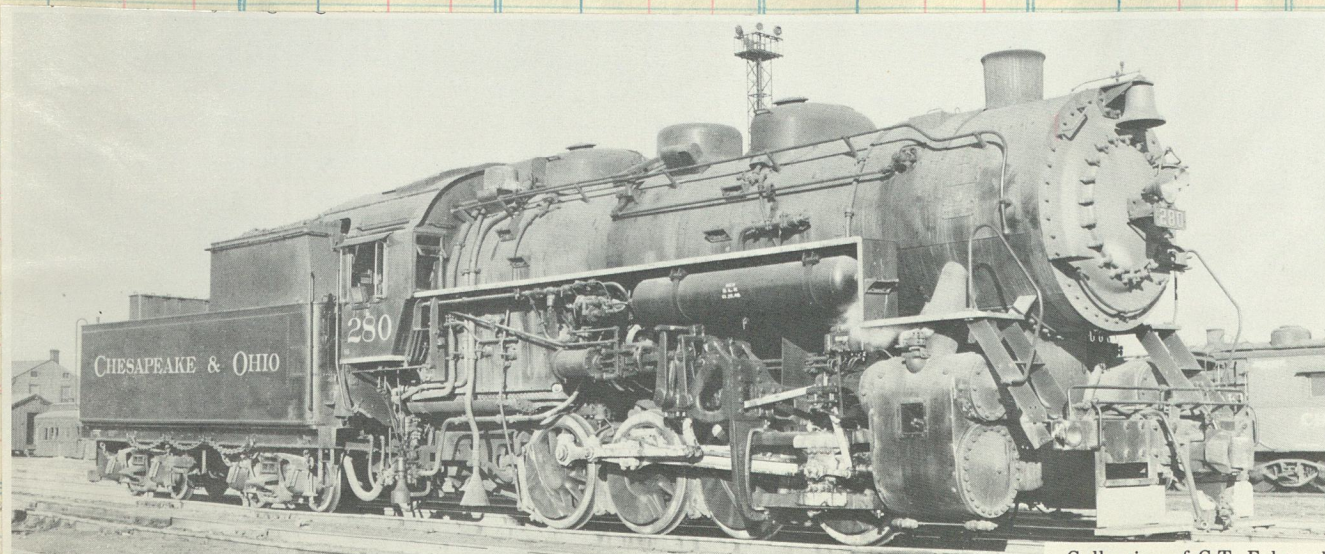


Collection of C.T. Felstead

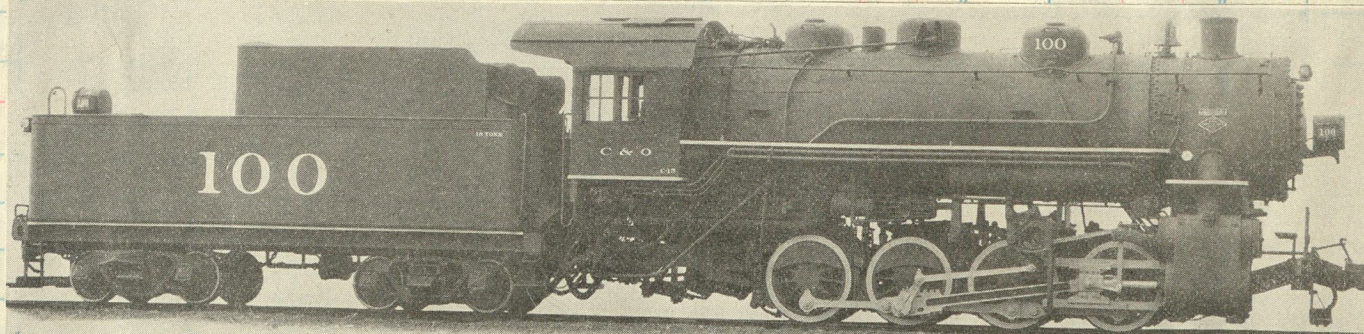


Chesapeake & Ohio 0-8-0 (Eight-Wheel) Switching Locomotive, Class C-16; Road Nos. 255-284. Tender Class 8-RE. Built by The Baldwin Locomotive Works.

Traction force	57,200 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	25 in. x 28 in.	Grate area	47 sq. ft.
Drivers, diameter	52 in.	Steam pressure	200 lb.
Weight on drivers	247,000 lb.	Evaporative heating surface	210 + 2,360 = 2,570 sq. ft.
Weight of tender, loaded	159,200 lb.	Superheating surface (Type A)	637 sq. ft.
Driving wheel base	15 ft. 0 in.	Tender capacity	8,000 gal., 12 tons

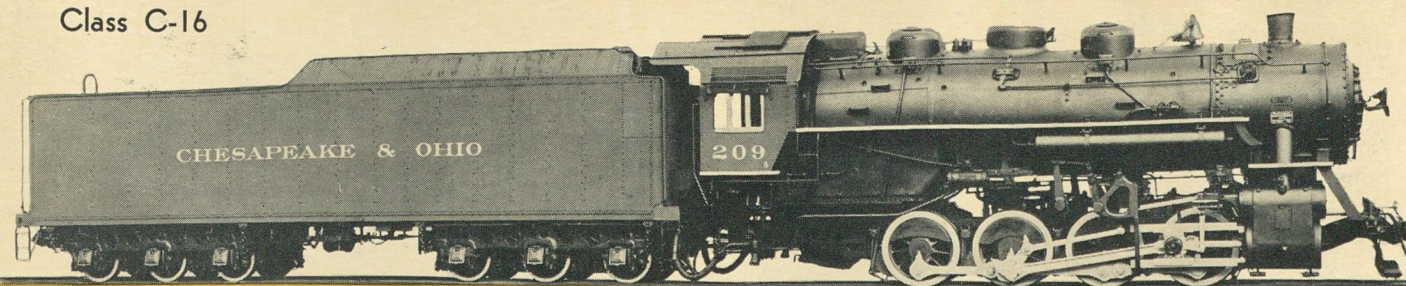


Collection of C.T. Felstead



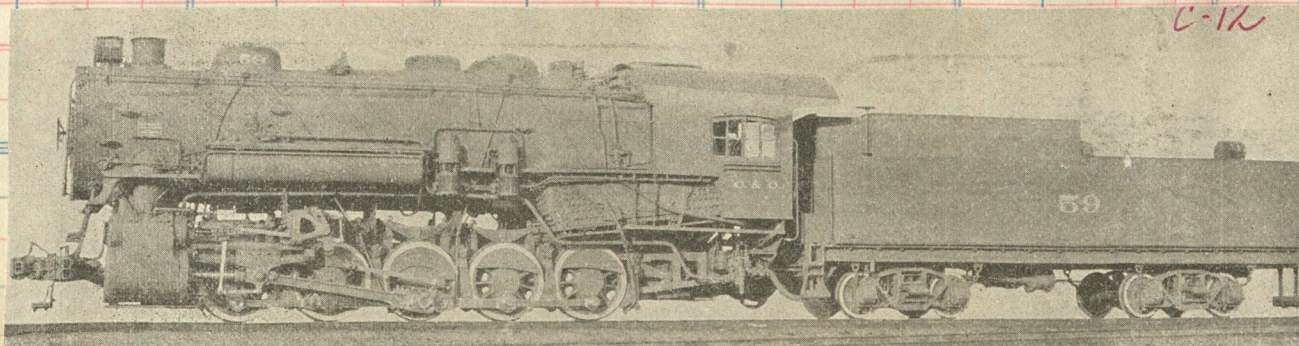
100-109
LIMA 1925
c/n 6948

Class C-16

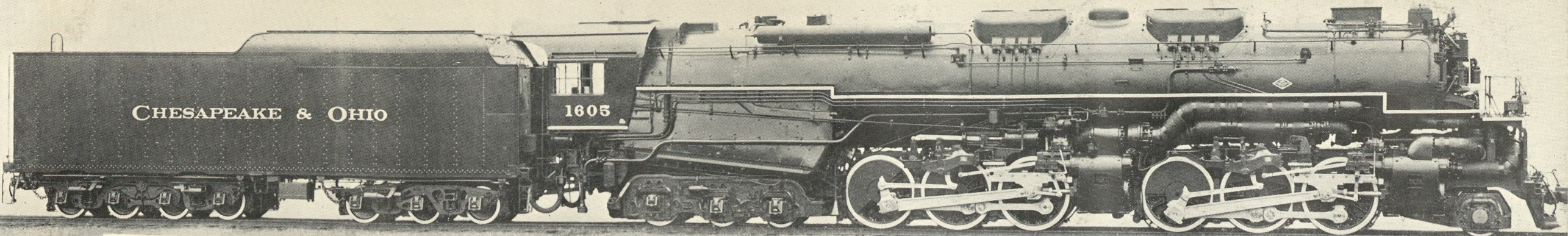


175-224
Schen 1930
c/n 68436

Tenders tfr
K-3 & K-3a
2-8-2's



50 - 59
Richmond 1919
c/n 59989
renoed 139

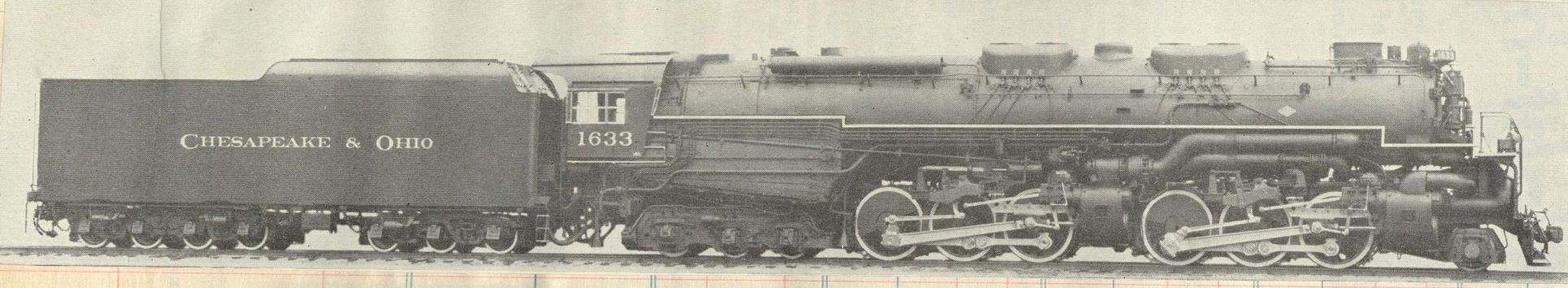
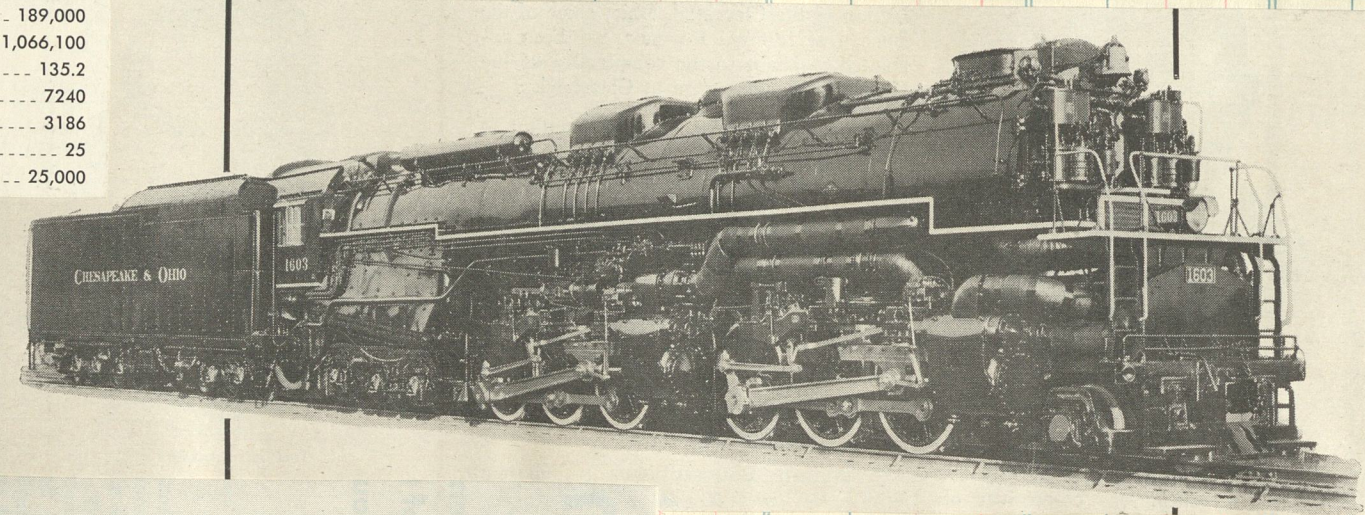


The 1604 is on static display at the B. & O. Museum

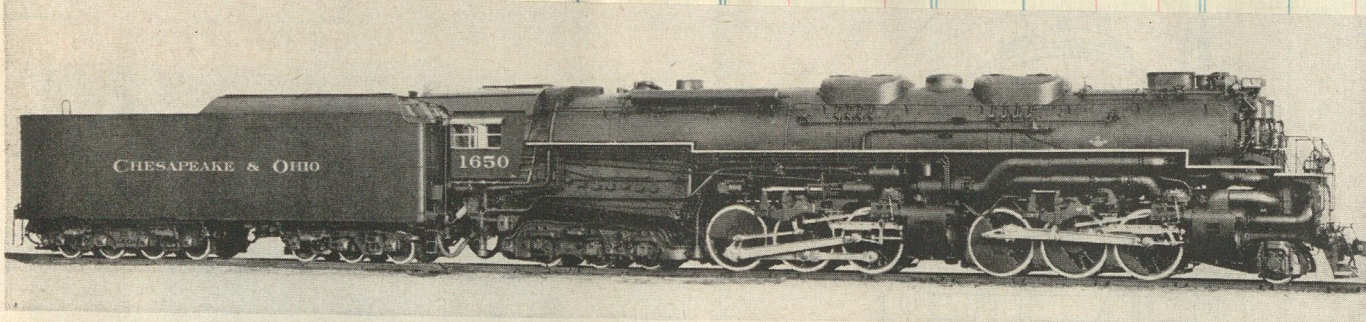
Chesapeake & Ohio Alleghany type articulated freight locomotive 14-8

Road numbers of this series	1600-1609	Weight on leading truck, lbs.	64,500
Built	Lima, 1942	Weight on trailing truck, lbs.	189,000
Cylinders, diameter and stroke, in.	22 1/2 x 33	Weight of engine and tender, lbs.	1,066,100
Diameter of drivers, in.	67	Grate area, sq. ft.	135.2
Tractive force, lbs.	110,200	Evaporative heating surface, sq. ft.	7240
Boiler pressure, lbs. per sq. in.	260	Superheater heating surface, sq. ft.	3186
Total weight of engine, lbs.	724,500	Tender capacity: Tons of coal	25
Weight on drivers, lbs.	471,000	Gallons of water	25,000

In the short span of two decades LIMA accomplished many advancements in the design and construction of the steam locomotive. The 2-6-6-6 types Built for the C. & O. could be considered as the zenith of the simple articulated freight engine. If our railroad mechanical departments had resisted the diesel plague it is very possible the 2-6-6-6 would have been in service on many roads much the same as was the 2-8-4 and 2-10-4 types.

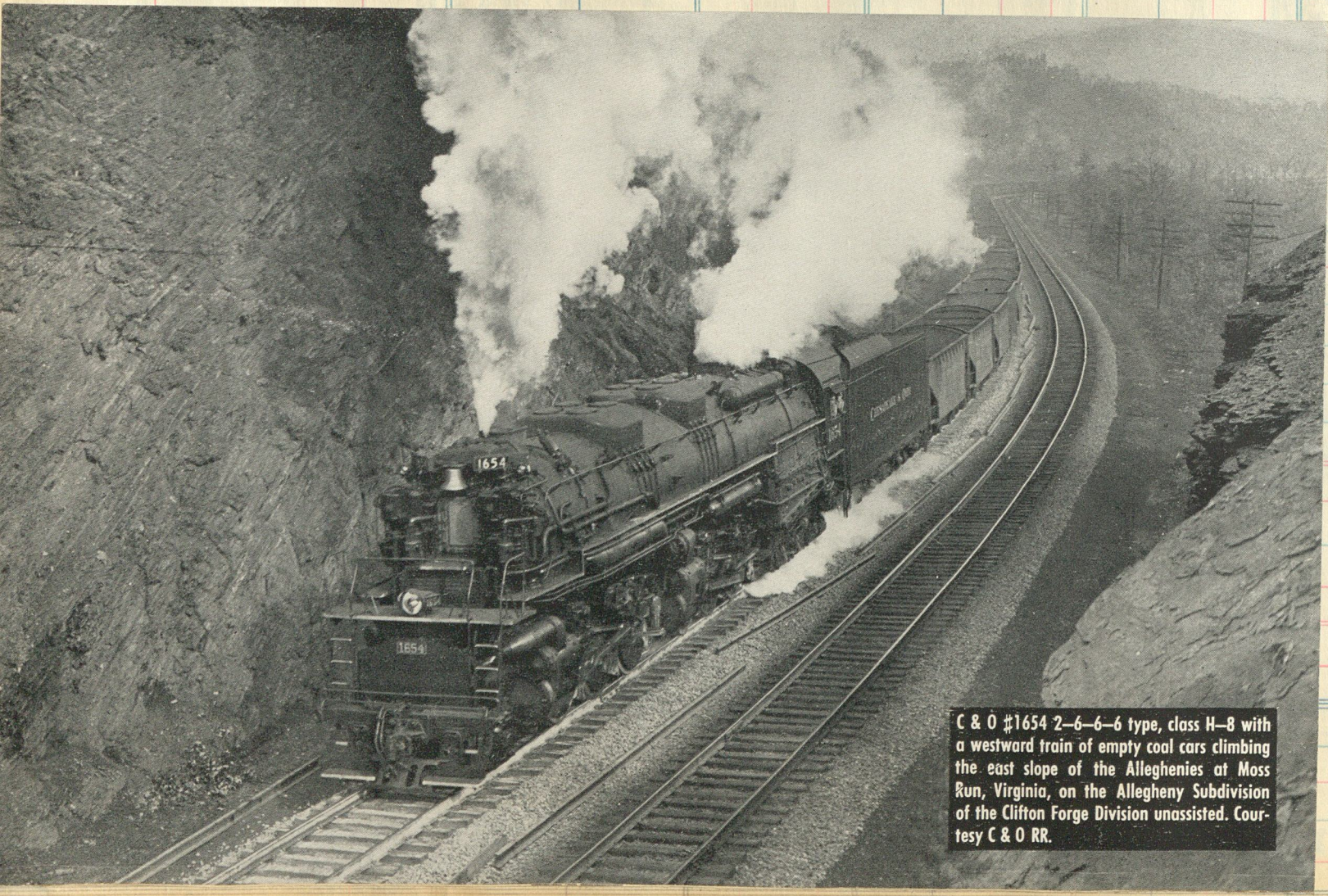


Class H-8	Built by LIMA
1600-1608	c/n's 7820-7828
1609	7829
1610-1619	7883-7892
1620-1629	8613-8622
1630-1644	8799-8813
1645-1659	9309-9323



Chesapeake & Ohio 2-6-6-6 Type Single-Expansion Articulated Locomotive, Class H-8, Road Nos. 1645-1659. Built by the Lima Locomotive Works, Inc., Division of Lima-Hamilton Corp.

Tractive force	110,200 lb.	Driving wheel base, each	11 ft. 10 in.
Cylinders, diameter and stroke (4)	22 1/2 in. x 33 in.	Total engine wheel base	62 ft. 6 in.
Drivers, diameter	67 in.	Fuel	Soft coal
Weight on drivers	504,000 lb.	Grate area	135.3 sq. ft.
Weight on front truck	65,570 lb.	Steam pressure	260 lb.
Weight on trailing truck	182,250 lb.	Evaporative heating surface	762 + 6,032 = 6,794 sq. ft.
Total weight of engine	731,830 lb.	Superheating surface (Type E)	2,922 sq. ft.
Weight of tender, 3/4 loaded	346,710 lb.	Tender capacity	26,500 gal., 25 tons



C & O #1654 2-6-6-6 type, class H-8 with a westward train of empty coal cars climbing the east slope of the Alleghenies at Moss Run, Virginia, on the Allegheny Subdivision of the Clifton Forge Division unassisted. Courtesy C & O RR.



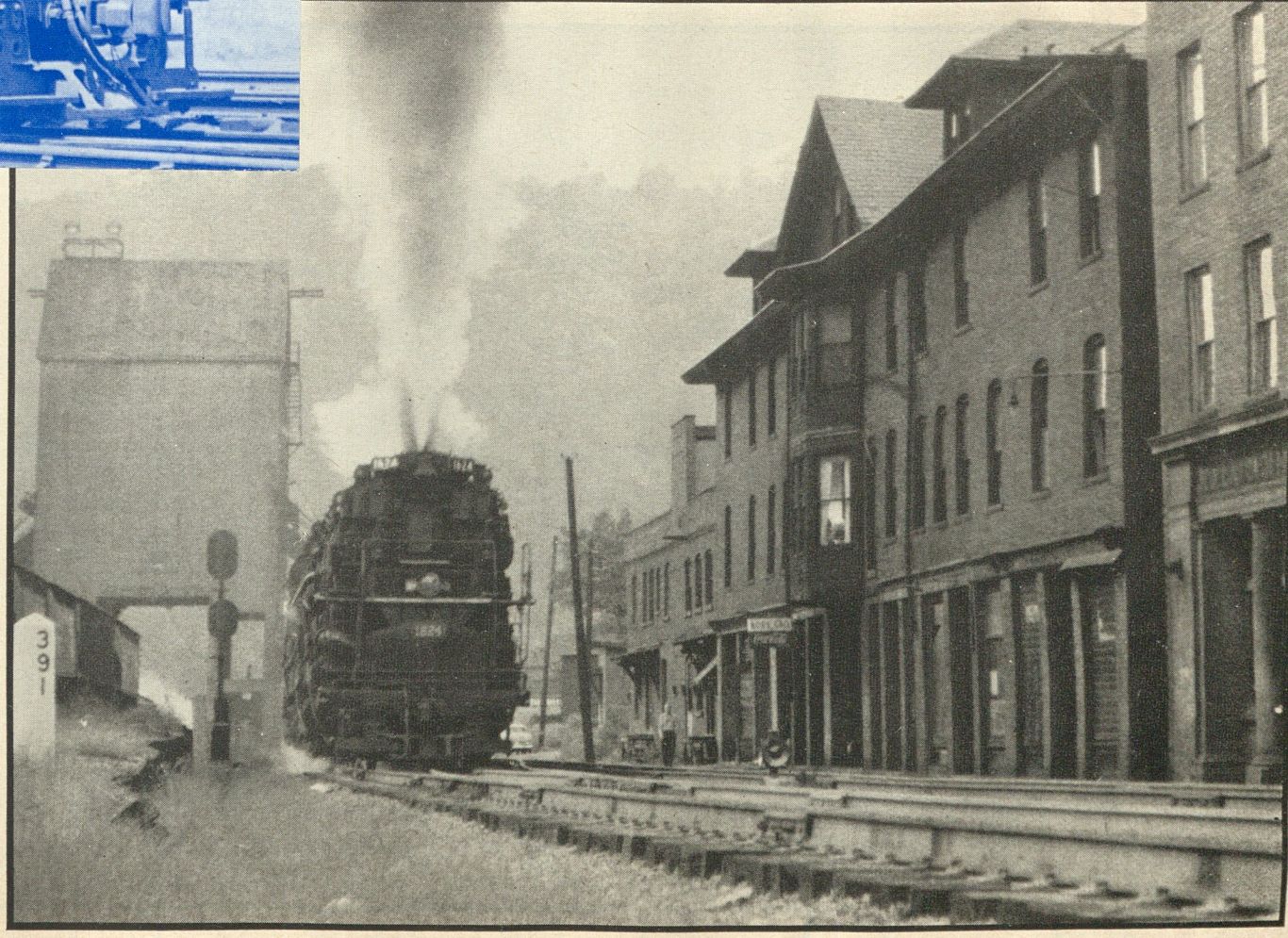
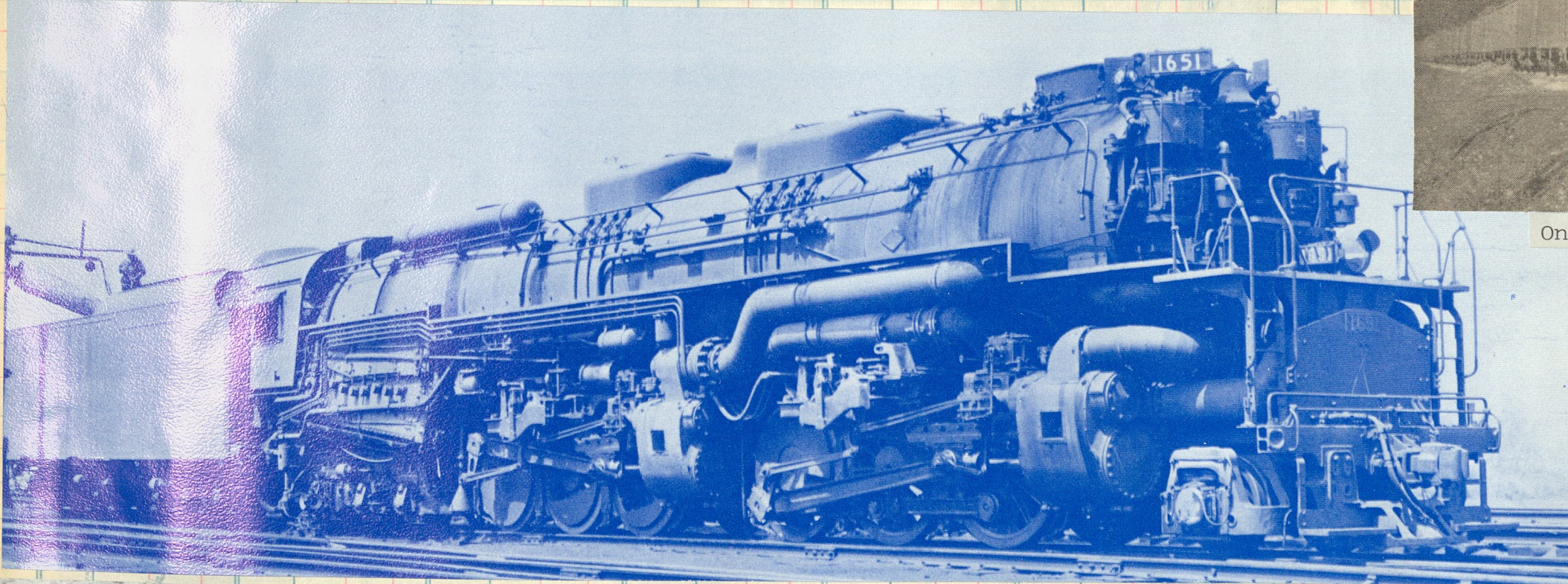


at Cotton Hill, W.V.

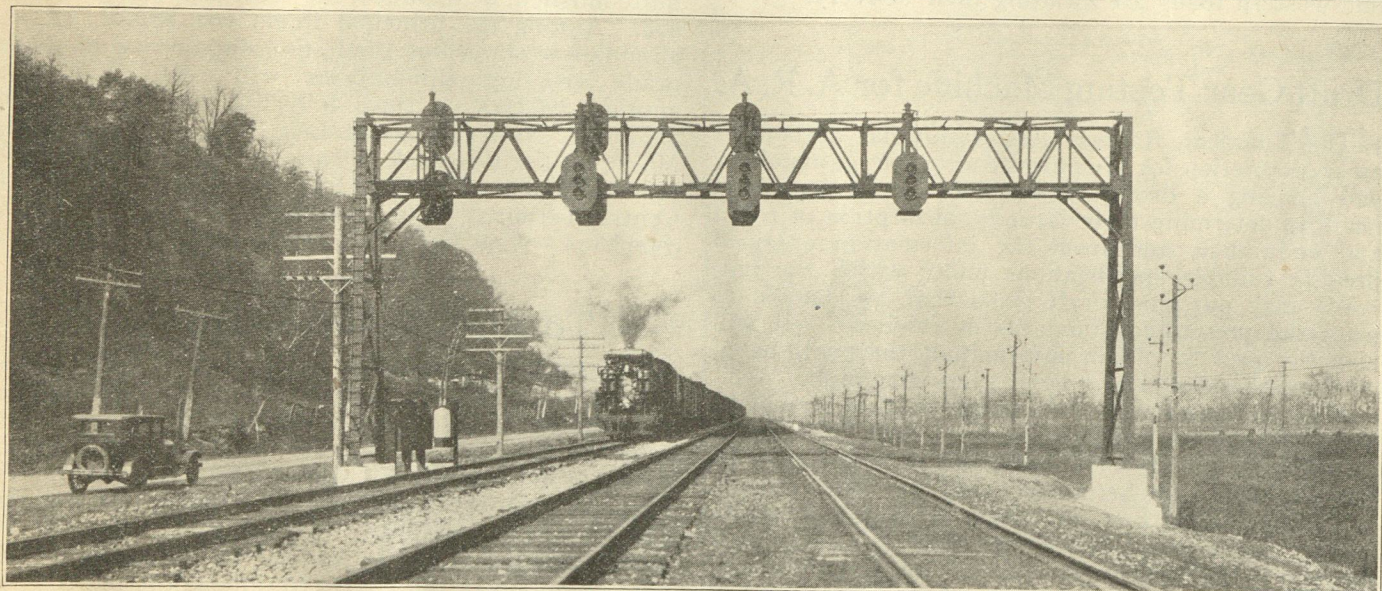
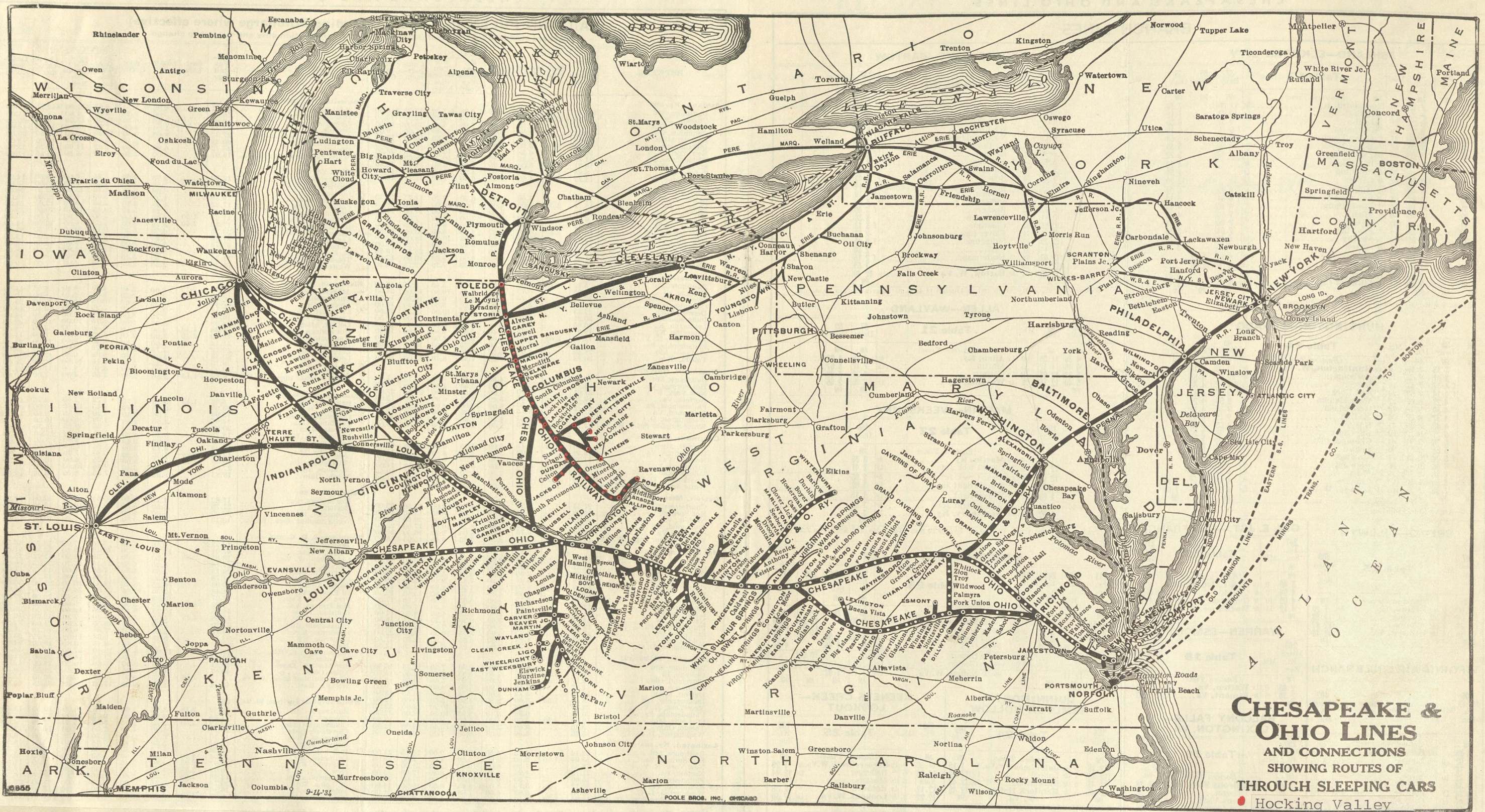


★
*Plumes of
Billowy Smoke*
C&O Engine 1622 hauling
freight up grade at
Alderson, W. Va.
(B. F. Cutler
Photo)

On the Allegheny District of the Clifton Forge Division



EXTRA 1624 EAST MOVES 91 LOADS OUT OF DOWNTOWN THURMOND, W. VA.



The C. & O., along with the Illinois Central, were among the first U. S. roads to install searchlight style block signals.



Chessie 'steel' caboose #90200-90299. C&O Photo

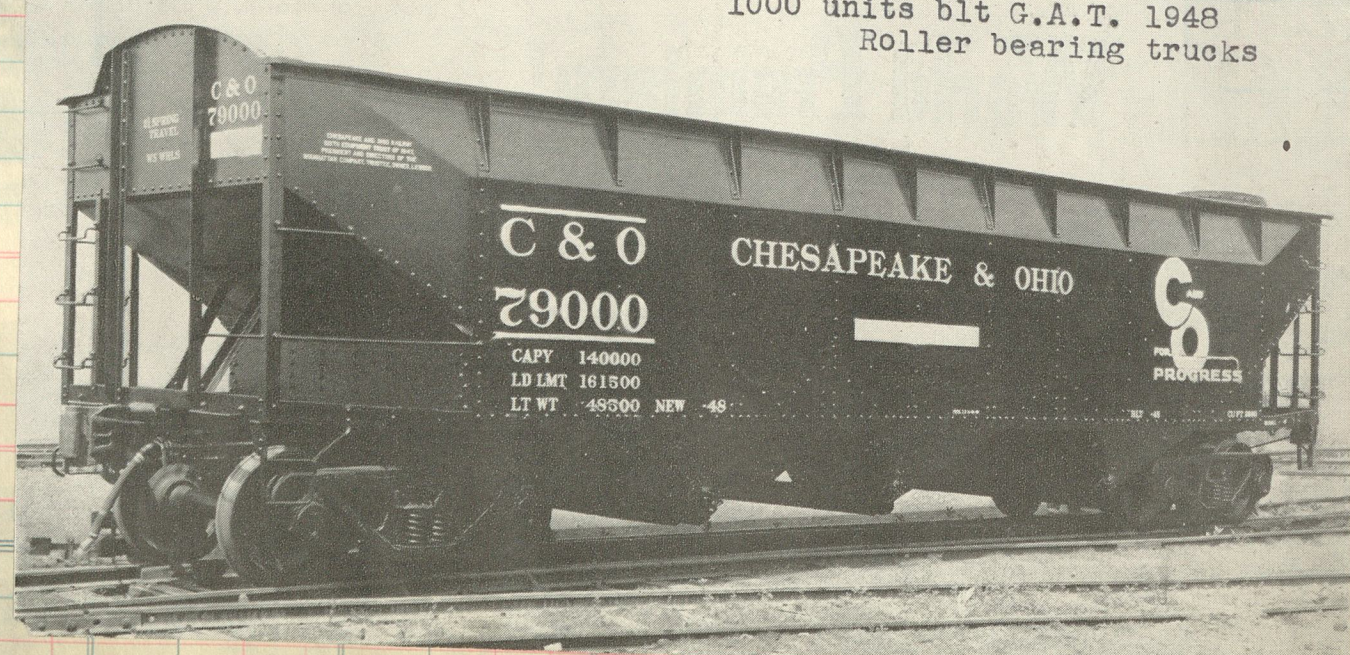


C&O Station, South Portsmouth, Ky.



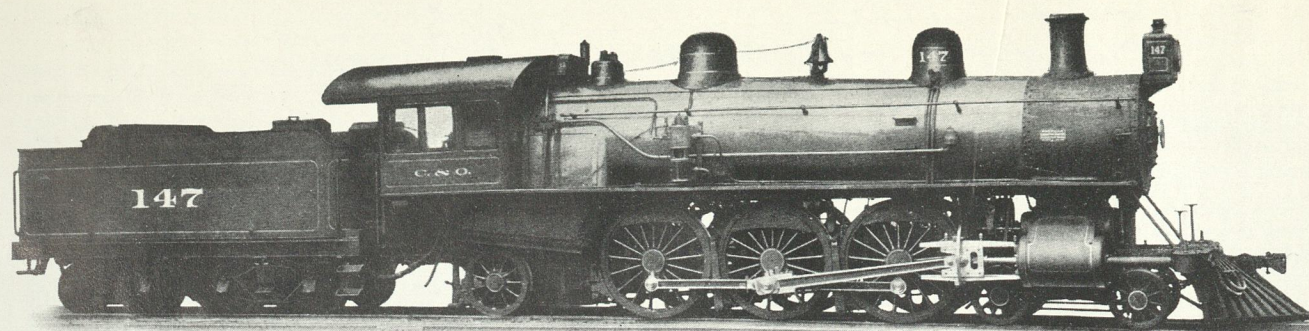
57 1/2 TON HOPPER GONDOLA

64000-65499 Built 1923 by Newport News S. & D.D.Co.



1000 units blt G.A.T. 1948 Roller bearing trucks

The initial Pacific for the C&O



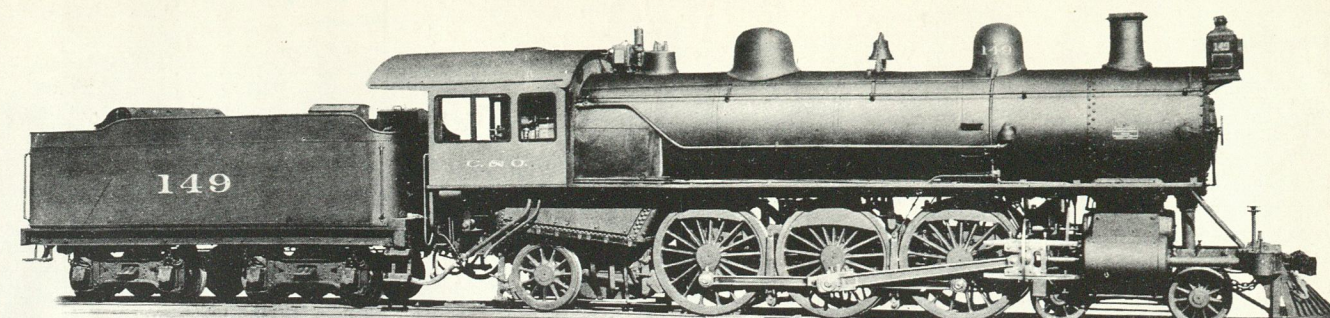
147-148
Renoed 430

c/n 26268

Schenectady 1902

PACIFIC TYPE PASSENGER LOCOMOTIVE

Built for the Chesapeake & Ohio Railway



149-150

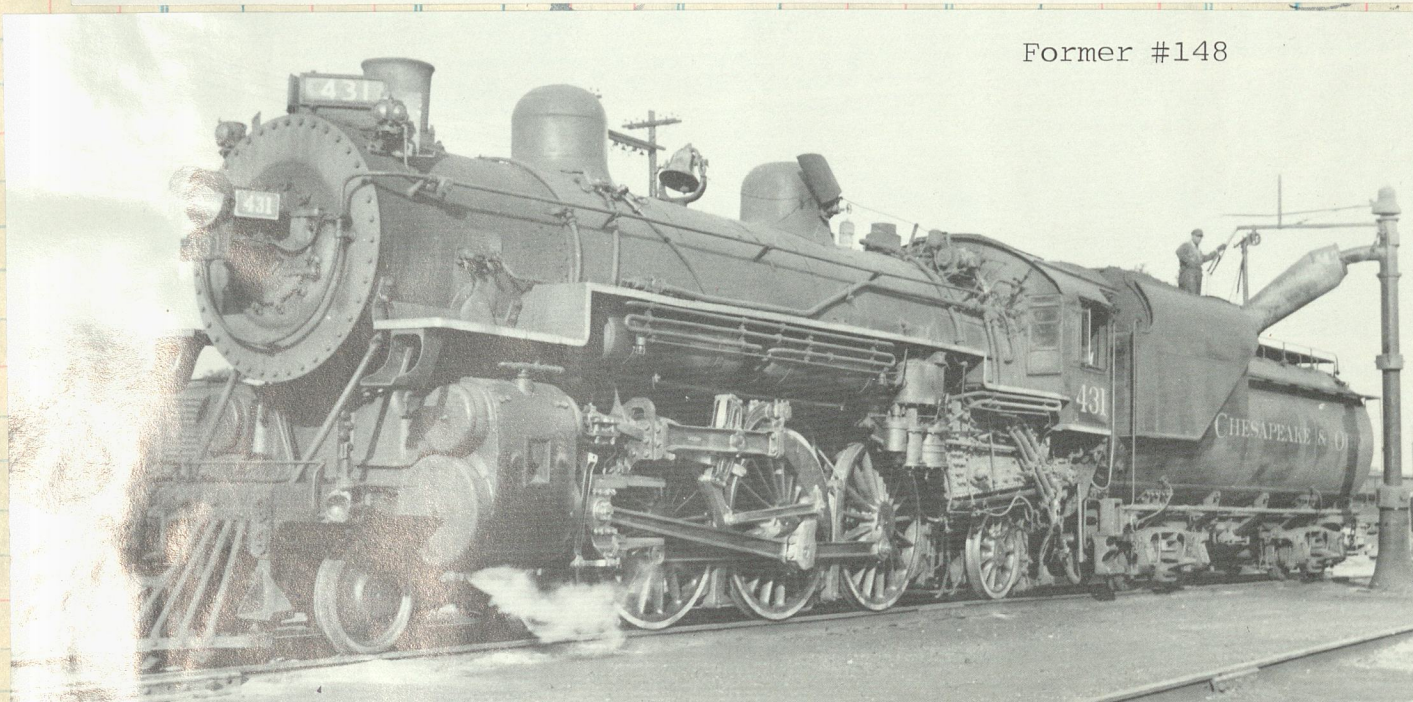
c/n 28450

Schenectady 1903

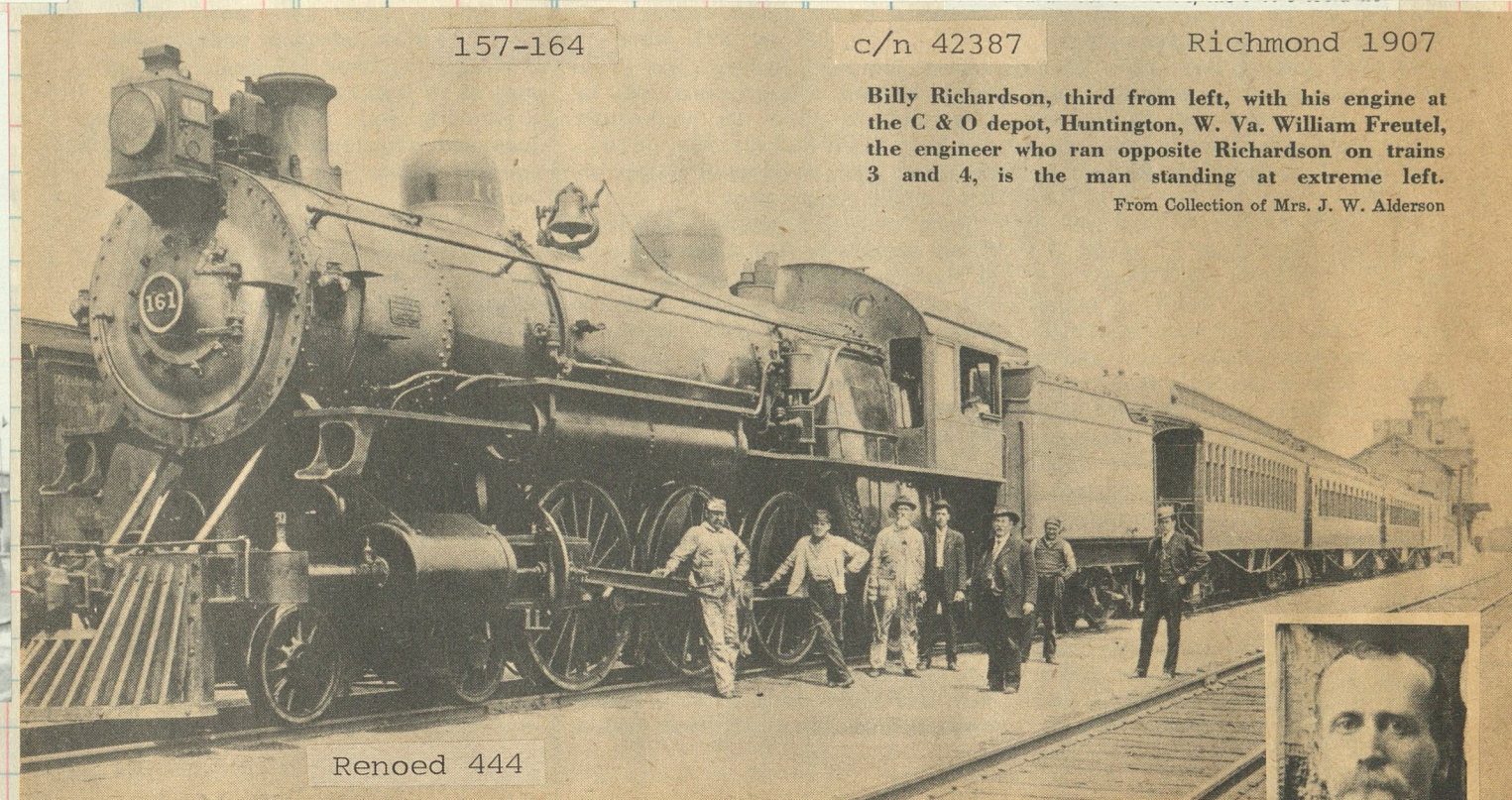
Renoed 432

PACIFIC TYPE PASSENGER LOCOMOTIVE

Built for the Chesapeake & Ohio Railway



Former #148



157-164

c/n 42387

Richmond 1907

Billy Richardson, third from left, with his engine at the C & O depot, Huntington, W. Va. William Freutel, the engineer who ran opposite Richardson on trains 3 and 4, is the man standing at extreme left.
From Collection of Mrs. J. W. Alderson

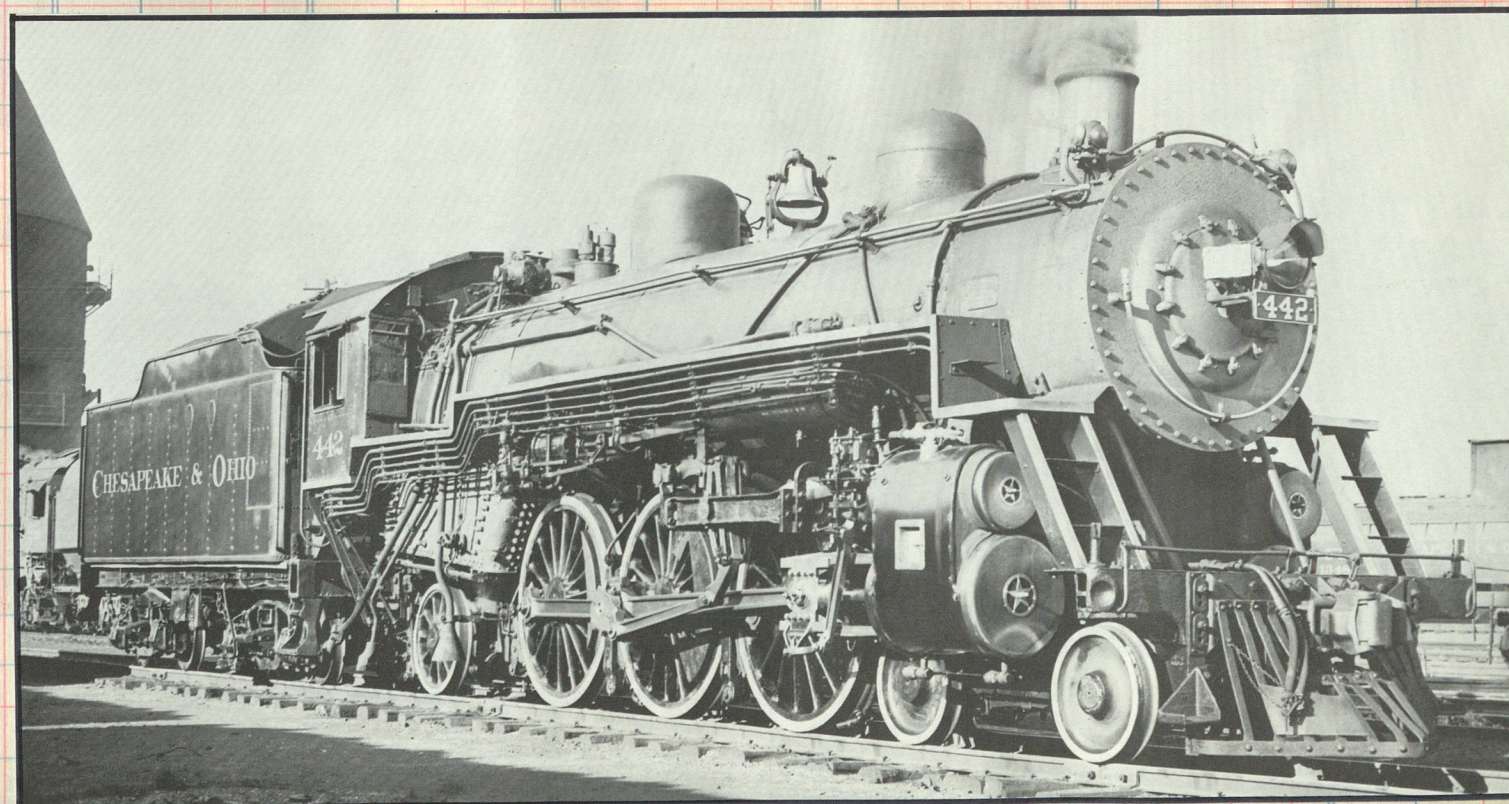
Renoed 444



William S. Richardson



Trn #8 east of Russell, Ky.



After forty years of service, still as spry as ever!
The 442 was delivered by Richmond in 1907 as #159 with c/n 42385



Eng 436
Pacific Type
Class F-15
Richmd 1906
ex 153

Trn #7 near Raceland, Ky.



C&O class F-15 Pacific 440 sits with train No. 7 at the bi-level Kenova, W. Va. Union Station in September 1947. The station was shared with Norfolk & Western while the Baltimore & Ohio depot was only about 1,000 feet away. No. 7 started out of Hinton, W. Va. at 5:30 am and was due in Cincinnati at 7:30 that night. The nicely proportioned 440 was originally No. 157 built by Richmond Locomotive Works in 1907 (B/N 42383).



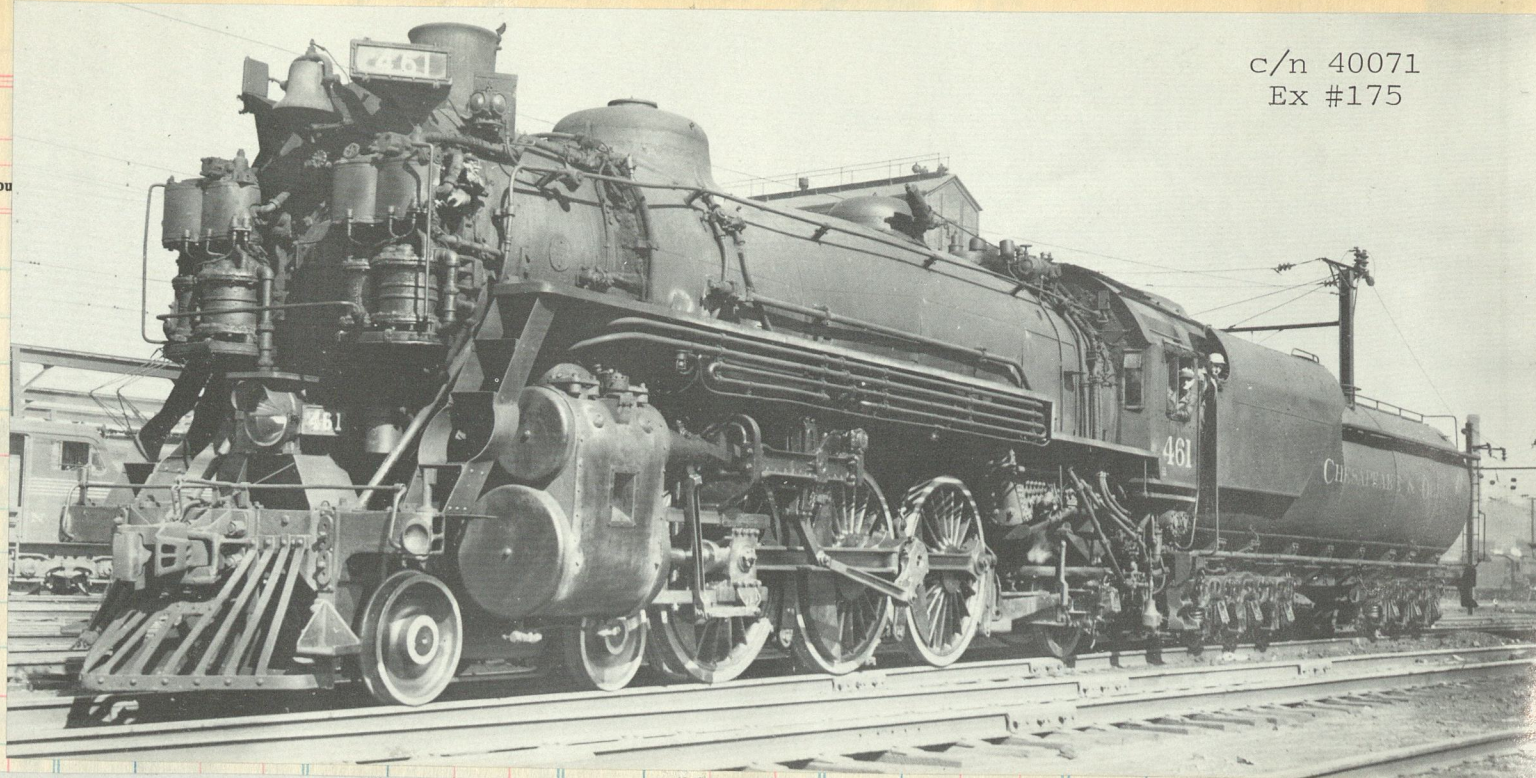
Ex #163

Pacific #446 on Trn #7 at Russell, Ky.



Ex #181
c/n 40157

The FFV of the Chesapeake & Ohio Railway at speed near Alexandria, Va., led by Pacific No. 467, many years ago.



c/n 40071
Ex #175

In 1913 Baldwin delivered eight Pacifics noed 174-181. All were renoed 460-467 in 1925

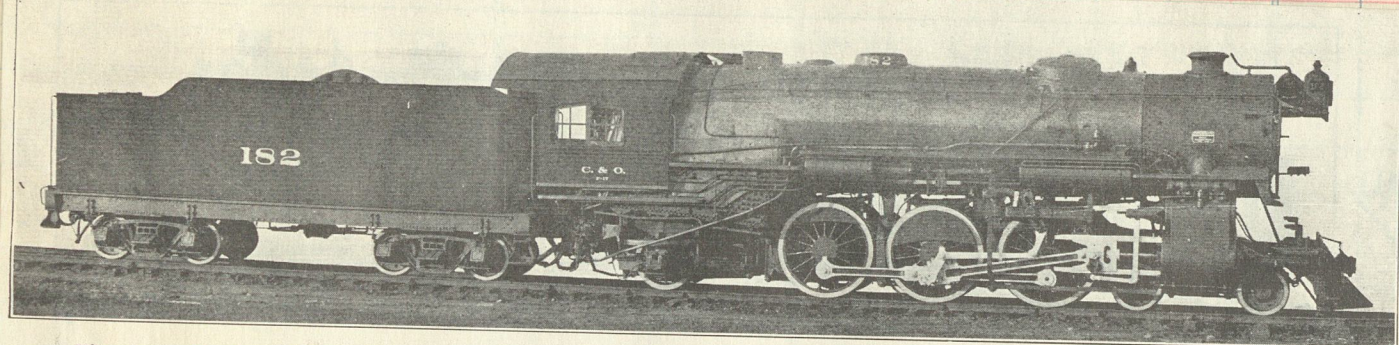


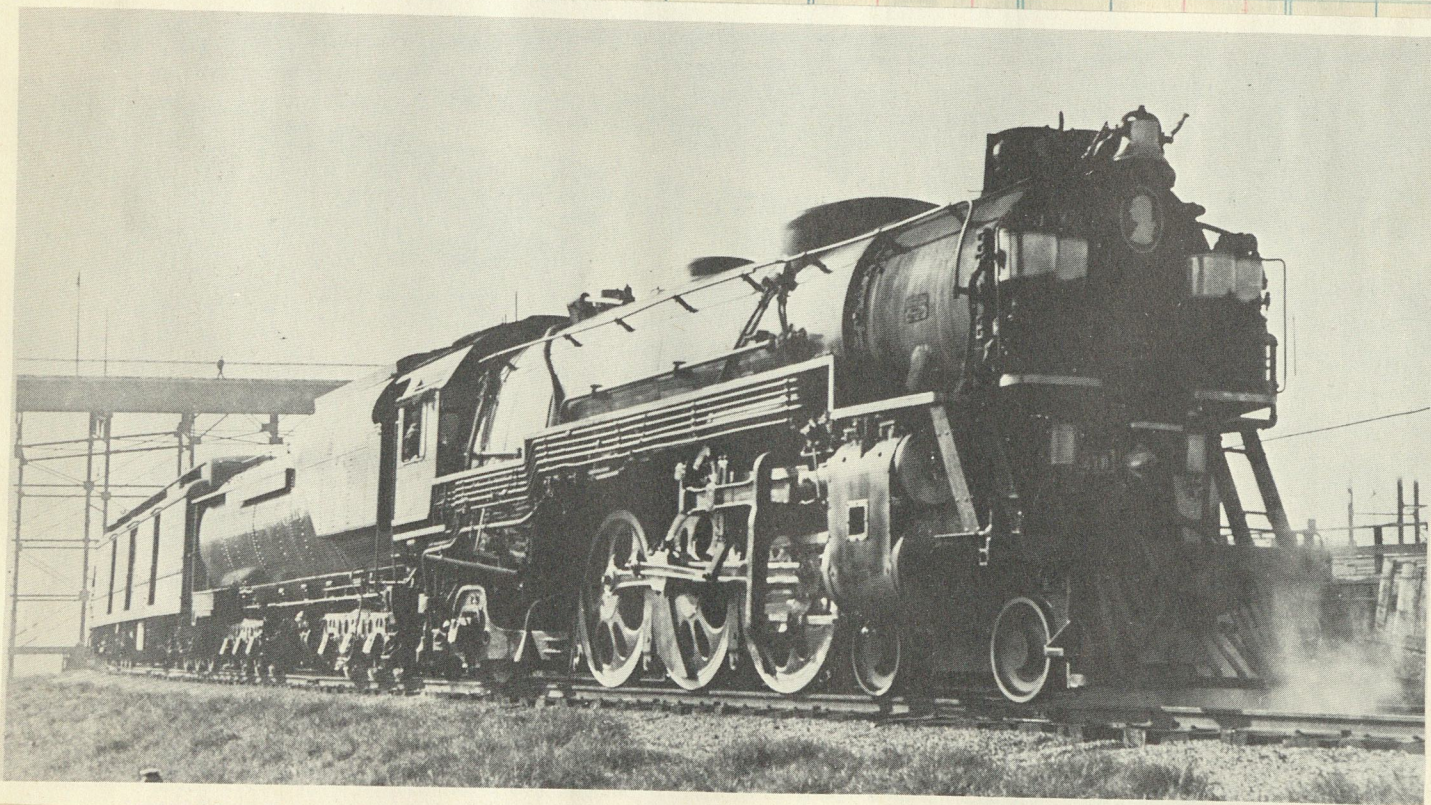
Fig. 123—Pacific (4-6-2) Locomotive for Passenger Service. Built for Chesapeake & Ohio by the American Locomotive Company.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	4,196 sq. ft.
Cylinders.....	27 in. x 28 in.	Heating Surface, Firebox.....	283 sq. ft.
Steam Pressure.....	185 lbs.	Heating Surface, Total.....	4,478 sq. ft.
Diam. of Drivers.....	69 in.	Heating Surface, Superheater.....	991 sq. ft.
Tractive Effort.....	46,600 lbs.	Grate Area.....	50 sq. ft.
Rigid Wheel Base.....	13 ft.	Weight on Drivers.....	191,455 lbs.
Driving Wheel Base.....	13 ft.	Weight, Total.....	312,605 lbs.
Total Wheel Base.....	34 ft. 9 in.	Fuel.....	Soft coal

Six more 4-6-2's were ordered from Richmond in 1914 and noed 182-187. Later renoed 470-475. The 182 had c/n 54621.

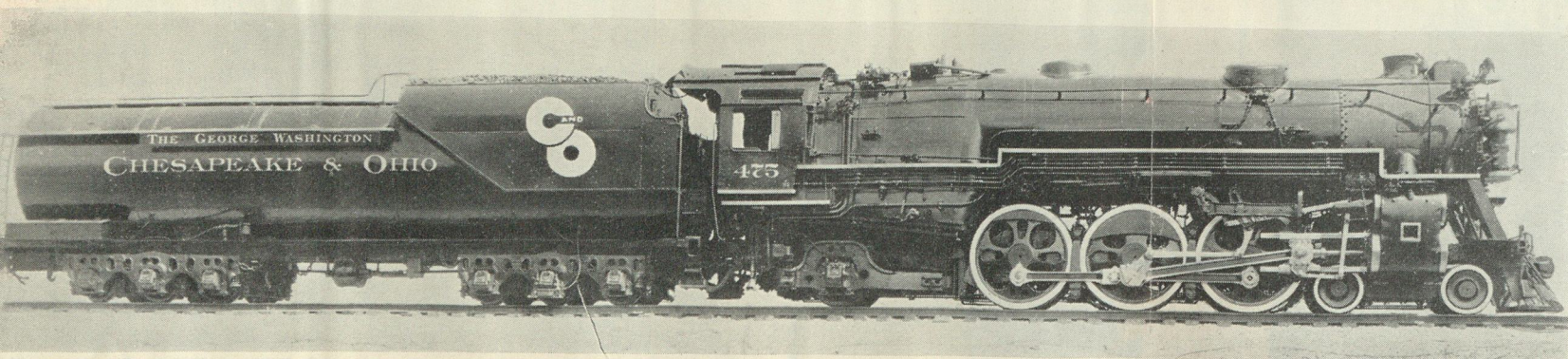
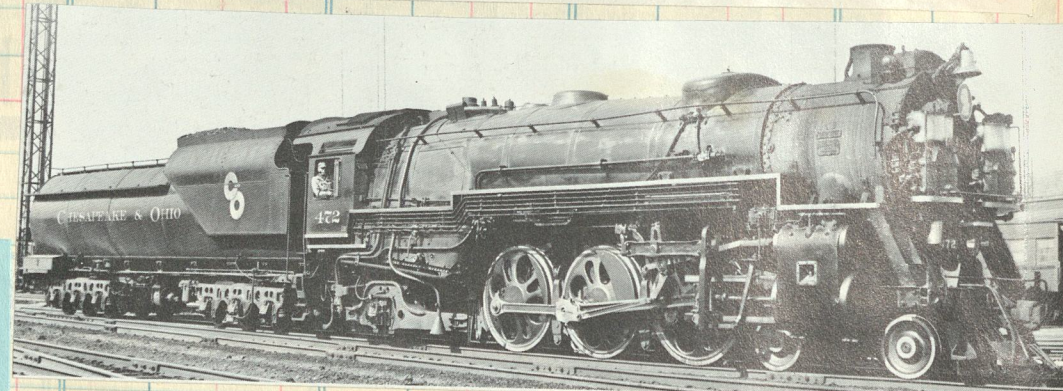


UGLY DUCKLING Chesapeake & Ohio 184, lying on the curve at Covington, Ky., was destined to be rebuilt in the 1930's with flying pumps, Boxpok drivers, Vanderbilt tender—the works. Renoed #472



All dolled up in a new outfit the 470, former #182, departs from Richmond with Trn #42 for Norfolk.

It just proves that steam engines never got old, they just got better!



The boys at the Huntington Shops knew a thing or two on how to modernize a 4-6-2!

A 2-8-2 and 2-10-4 take 180 loads of coal out of Columbus, Ohio

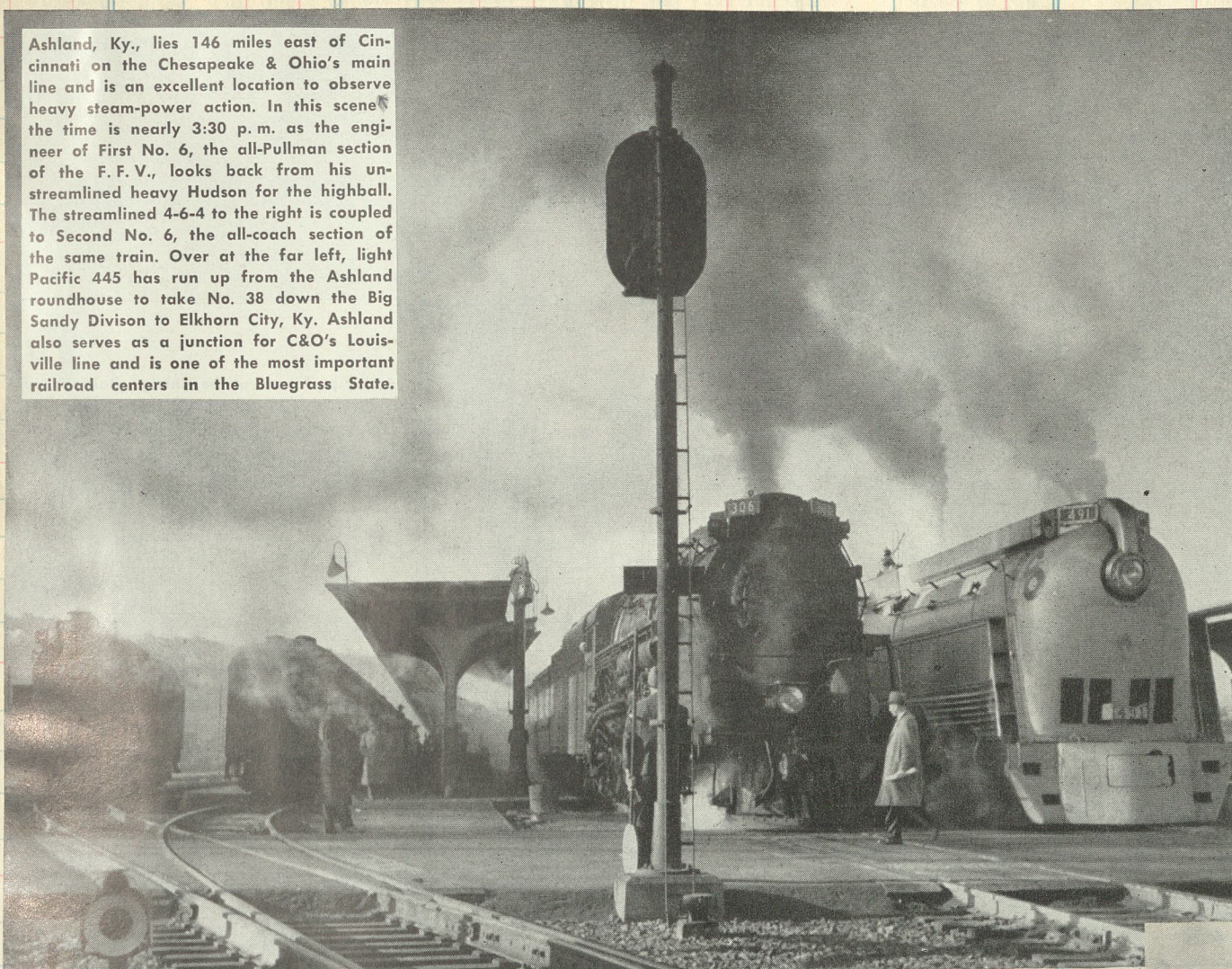


Clos. No.



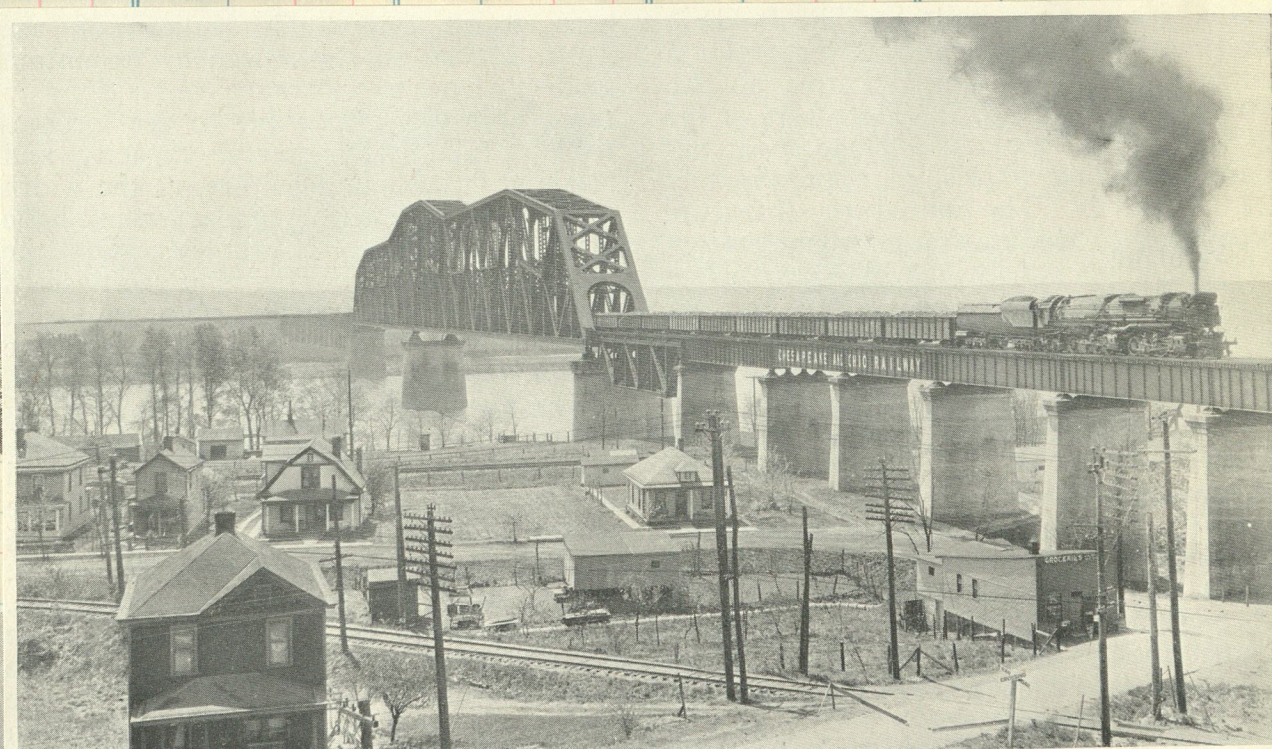
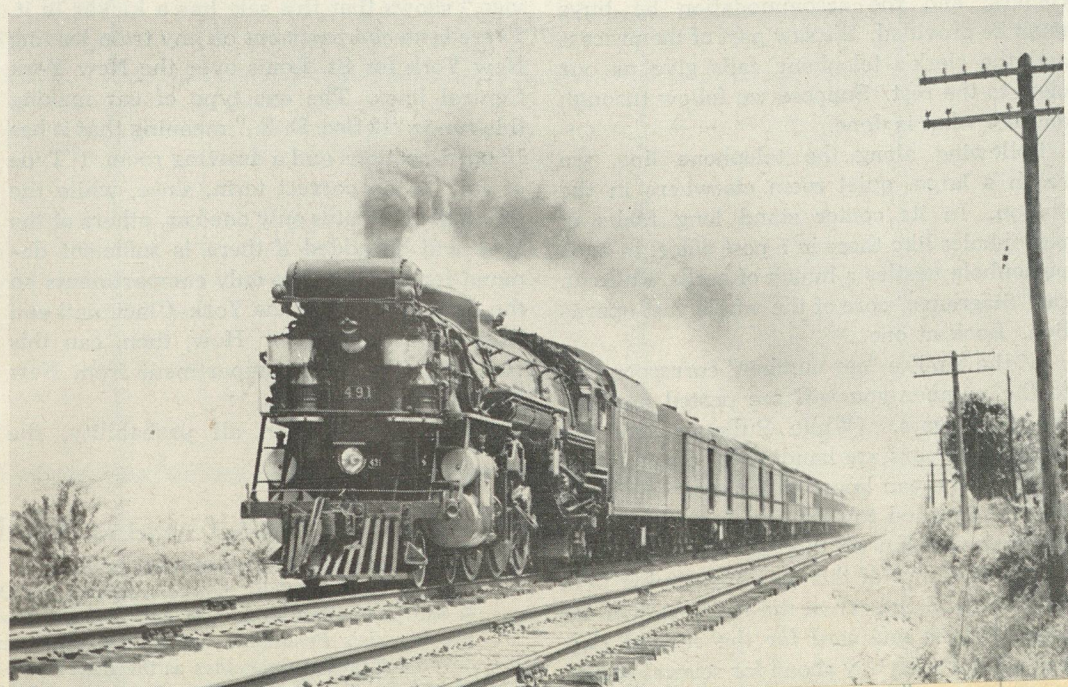
Amount

Ashland, Ky., lies 146 miles east of Cincinnati on the Chesapeake & Ohio's main line and is an excellent location to observe heavy steam-power action. In this scene the time is nearly 3:30 p.m. as the engineer of First No. 6, the all-Pullman section of the F.F.V., looks back from his streamlined heavy Hudson for the highball. The streamlined 4-6-4 to the right is coupled to Second No. 6, the all-coach section of the same train. Over at the far left, light Pacific 445 has run up from the Ashland roundhouse to take No. 38 down the Big Sandy Division to Elkhorn City, Ky. Ashland also serves as a junction for C&O's Louisville line and is one of the most important railroad centers in the Bluegrass State.

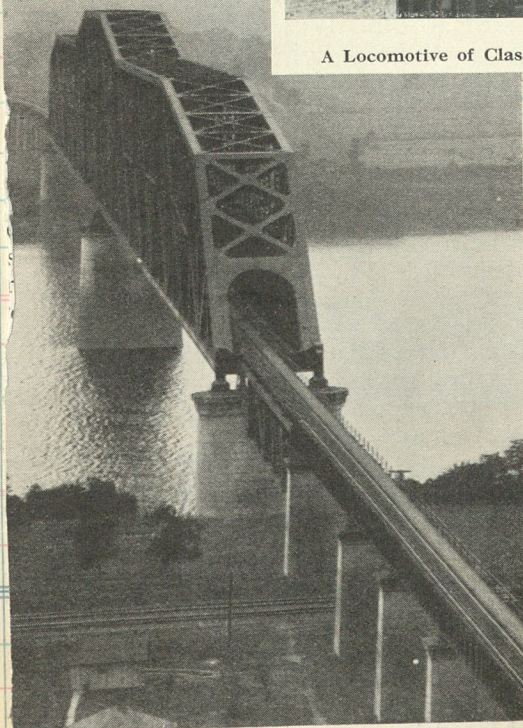


Streiking for Cincinnati.

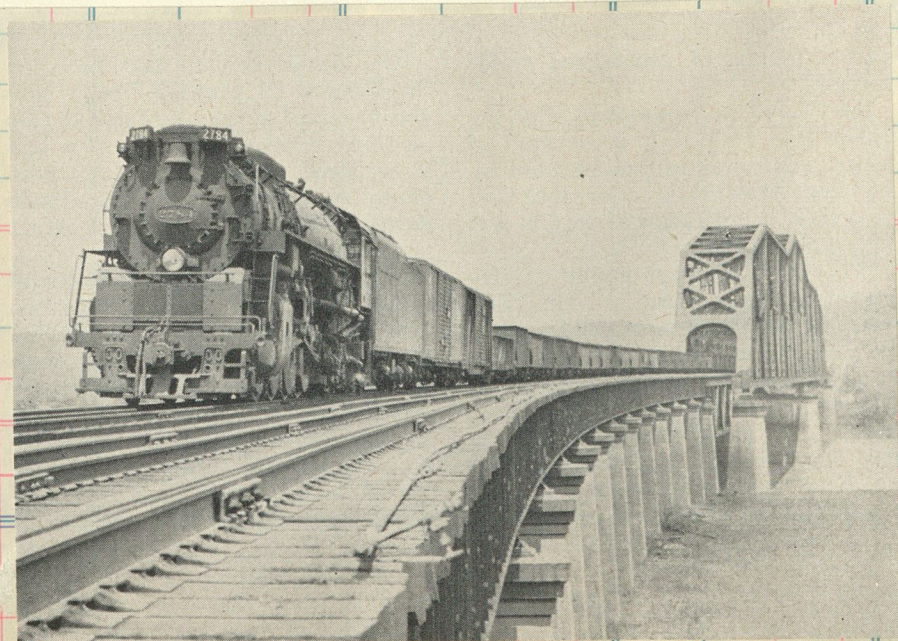
The Chesapeake & Ohio's crack varnish, *The Sportsman*, rolls westward near Maysville, Ky., behind one of the railroad's classic super-Pacifcs as it eats up the miles on the Washington-to-Cincinnati run.



A Locomotive of Class H-7-A, on the Chesapeake & Ohio Railway, Hauling a Train of 132 Loaded Cars Weighing 9500 Tons



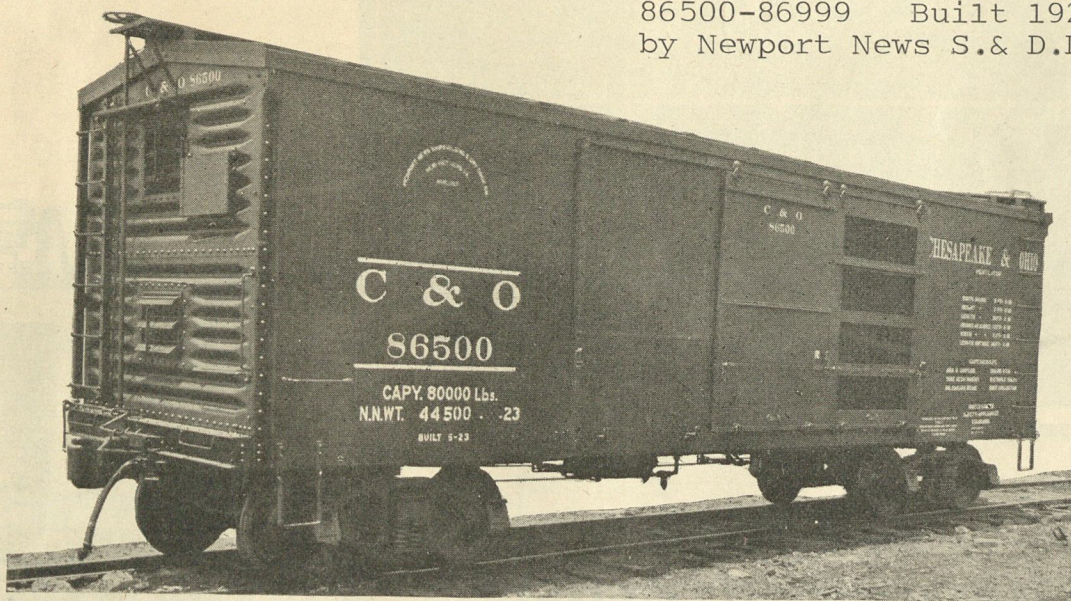
Chesapeake & Ohio Bridge Over the Ohio River at Sciotoville, Ohio, Two 775-ft. Spans Continuous Over the Intermediate Pier



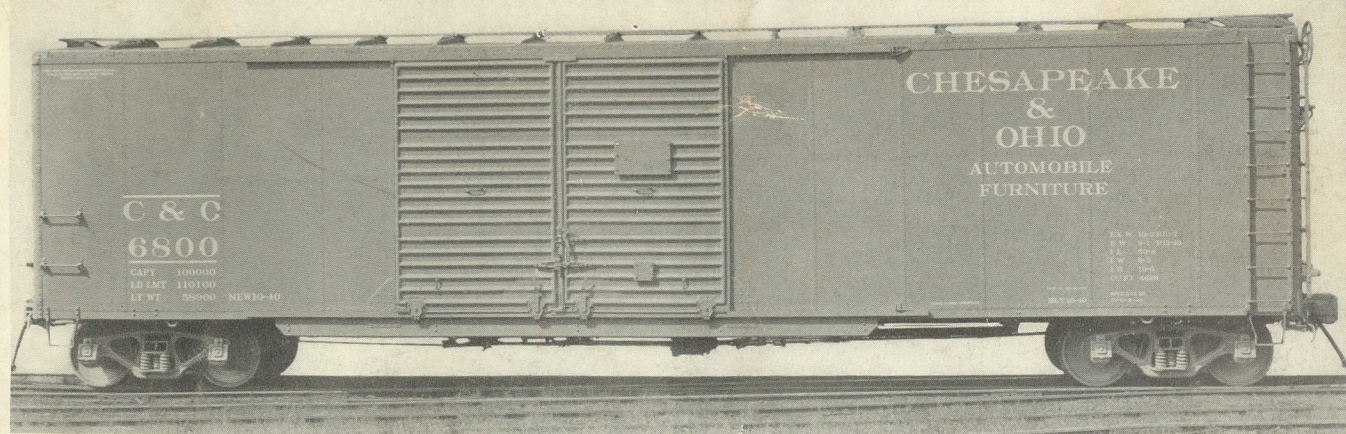
Sciotoville bridge erected in 1917

56

86500-86999 Built 1923
by Newport News S. & D.D.Co.



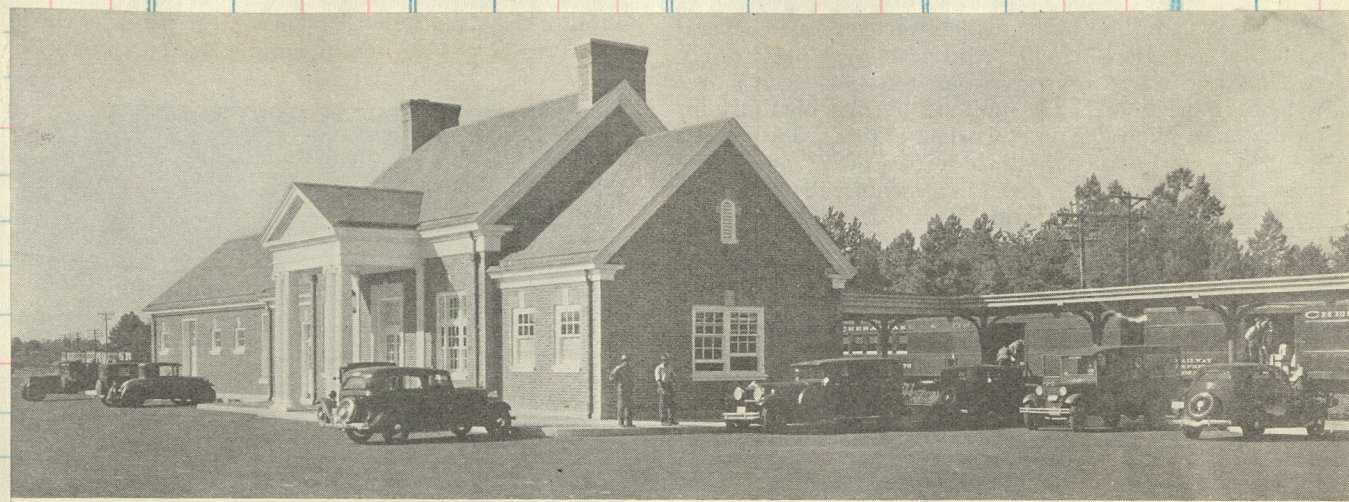
40 TON VENTILATED BOX CAR



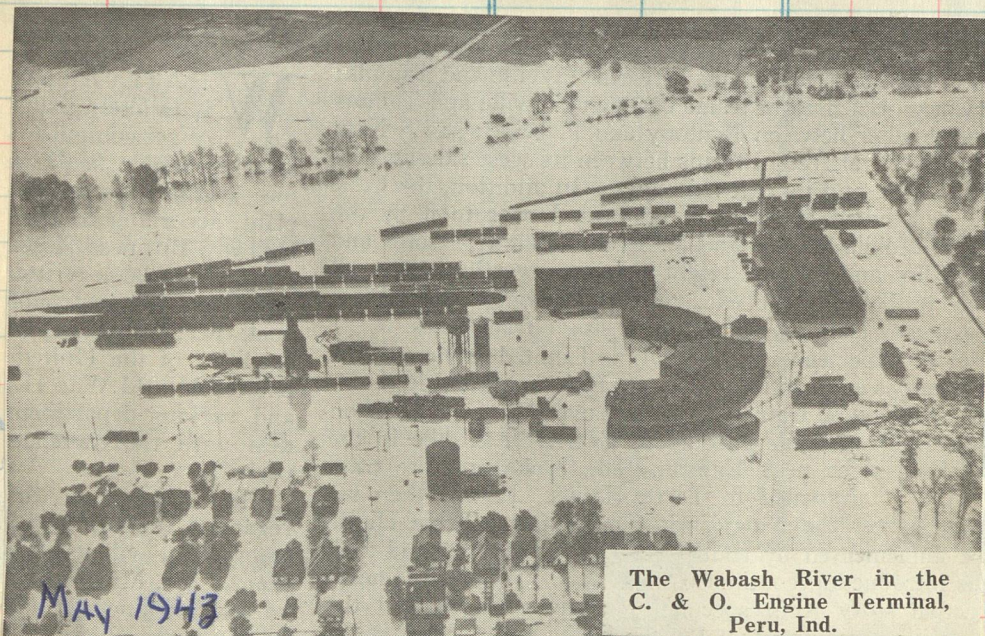
A 50'6" double door fifty ton box built in 1940

Clos. No.	Sold	Clos. No.	Sold

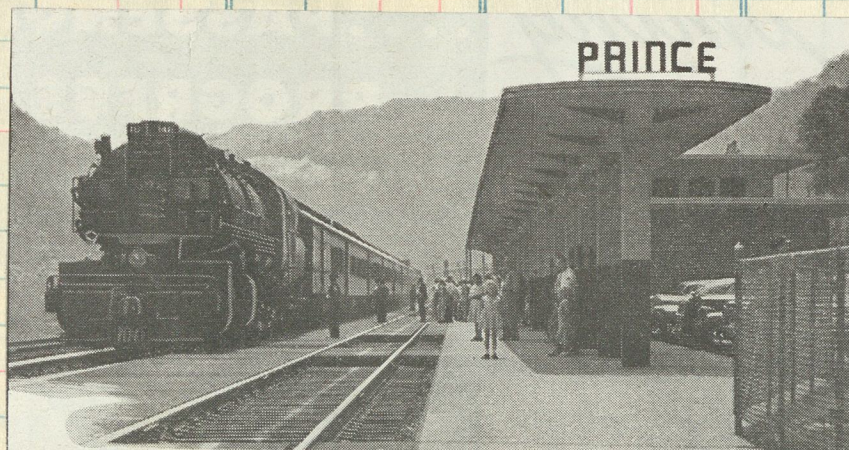
The SPORTSMAN at
Williamsburg, Va.



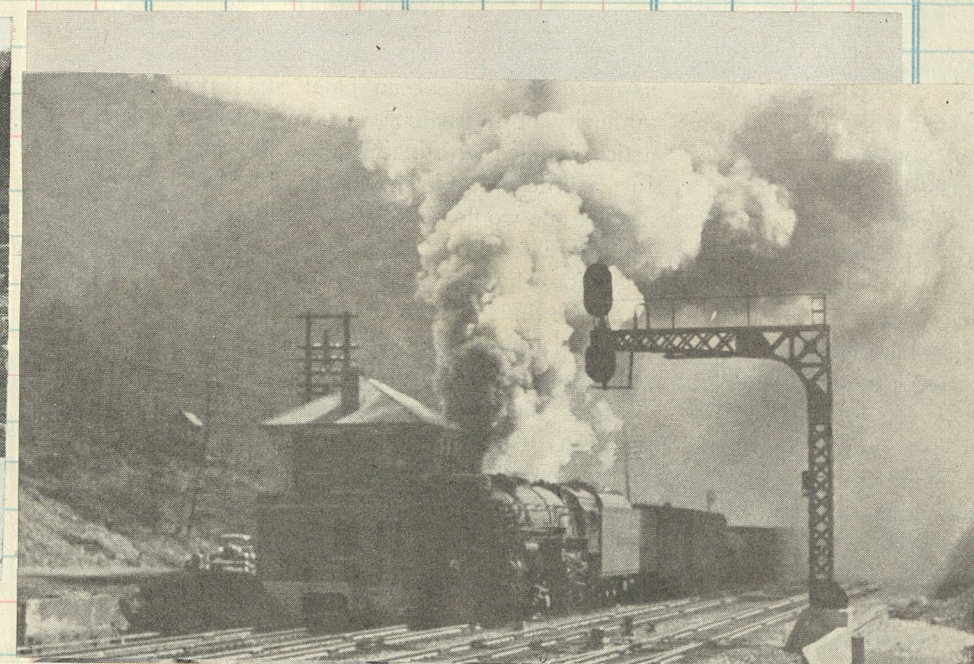
New Colonial-Type Combined Passenger and Freight Station of the Chesapeake & Ohio at Williamsburg, Va.
Built in connection, and in complete harmony with the restoration of this early American community, the station is constructed of face bricks which are reproductions of the original hand-made bricks employed by the early settlers, and all lighting fixtures are of colonial design.



The Wabash River in the
C. & O. Engine Terminal,
Peru, Ind.



SUPER-MODERN STATION, like this one dedicated last June 26 at Prince, W. Va., is symbolic of Chesapeake & Ohio's long-term program of passenger station improvement.



Blasting over the summit, 2071 feet, at Alleghany tower

Chesapeake & Ohio at White Sulphur Springs

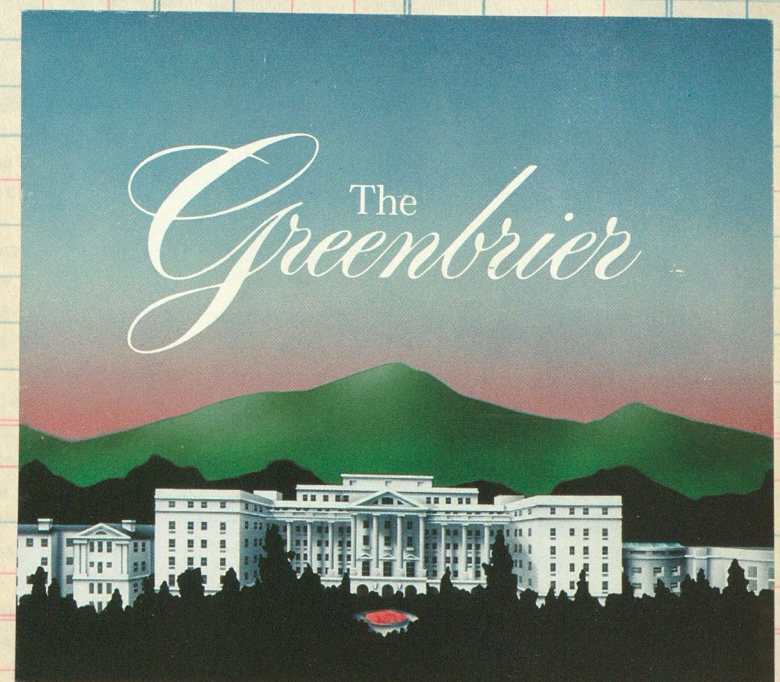
AMONG the most beautiful railroad stations is that of the C&O at White Sulphur Springs, W. Va. Here a small, pure white colonial building with green lawns is set before a background of pines on a hillside.

White Sulphur is among the country's most popular resorts. Just south enough to be South, almost equidistant from New York and Chicago, it is on a railroad that is packed with scenic beauty.

Here is westbound train 47, the *Sportsman*, in two sections. To the extreme left are tracks where Pullmans are spotted for the convenience of passengers to and from White Sulphur. The *Sportsman* will pick up one of these for Cleveland. Others wait for the F. F. V., which takes them to New York.

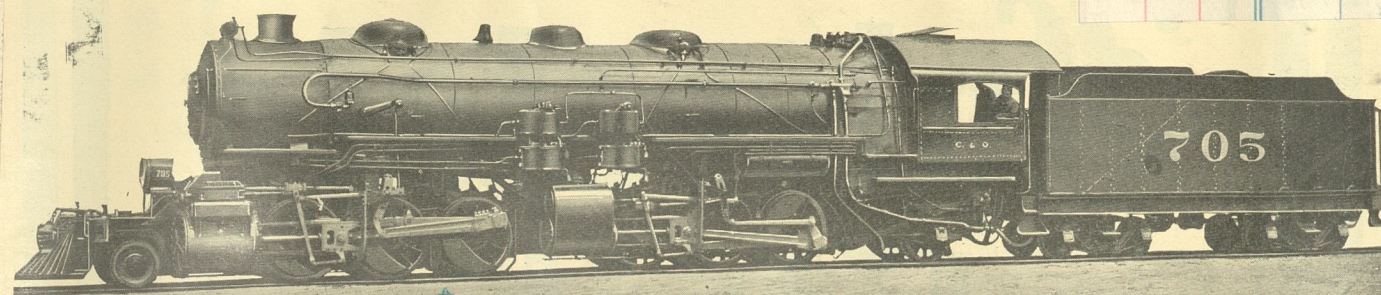
Locomotive 491 is a Pacific, C&O locomotives can be recognized by rather massive lines, the air pumps located in front on the smoke box, snappy lettering, and brass or chromium trimmings. Notice the feed-water heater and bell positions on 491, and the engineer on the left running board steps. Hard to see is the fireman polishing the front window on the right side of the cab.

THE SPORTSMAN

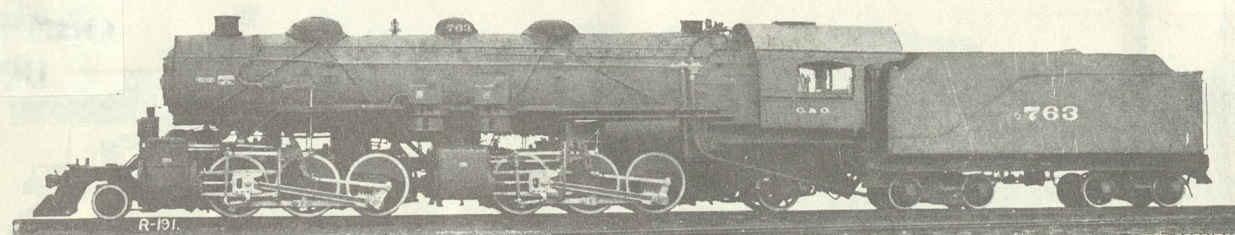


The C. & O. rostered 265 engines of the 2-6-6-2 type from the first one, #751 b1t by Schenectady 1910, to the last, #1309, delivered by Baldwin in 1949.

The initial group of 2-6-6-2's for the C. & O. was for twenty four engines noed 752-775 built by Richmond in 1911. Later (1917) renoed 701-724. In 1924 again renoed 1302-1325.



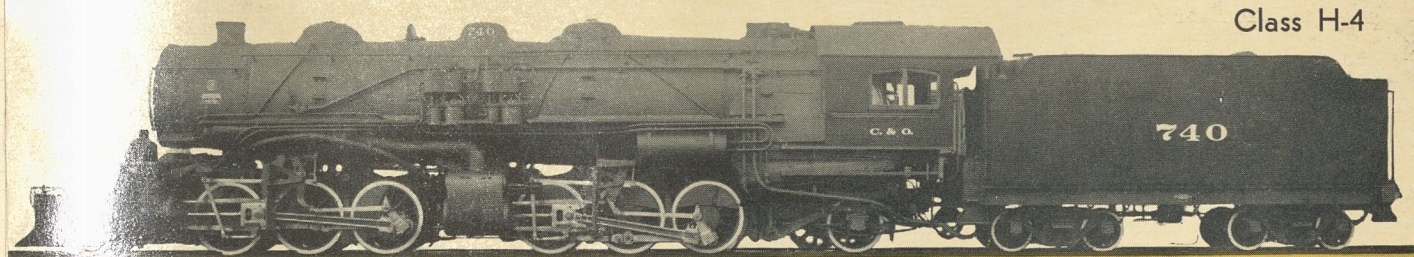
701-724 c/n 49390 ex 756 to 1306 Richmond 1911



Renoed 712, then 1313 c/n 49397

Cylinders 22 and 35 x 32 in.
Driving wheels, diameter 56 in.
Steam pressure 225 lbs.
Boiler diameter 83 3/4 in.
Tubes, length 24 ft.—0 in.
“ number 244—2 1/4 in.
“ “ 36—5 1/2 in.
Heating surface, tubes 4,674 sq. ft.
“ “ fire box 367 sq. ft.
“ “ water tubes 23 sq. ft.
“ “ total 5,064 sq. ft.
“ “ superheater 911 sq. ft.
Fire box 108 1/2 x 96 1/2 in.

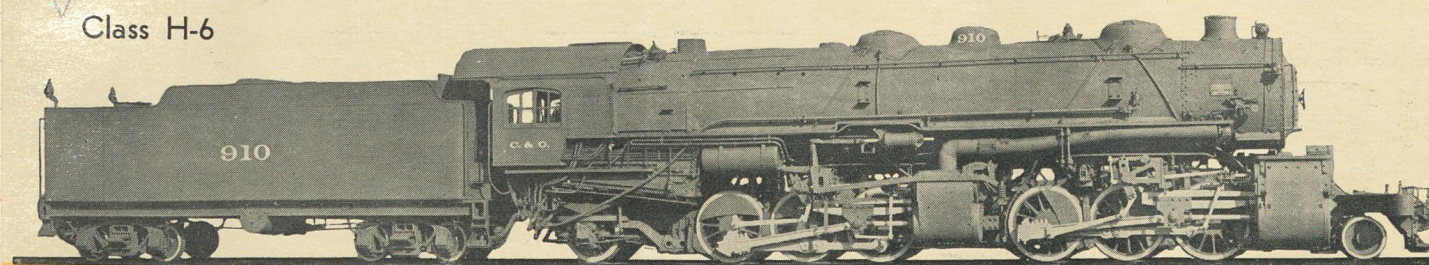
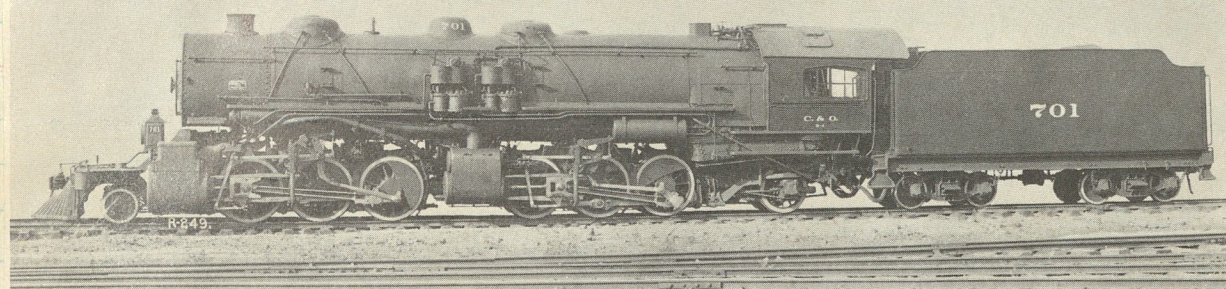
Grate area 72.2 sq. ft.
Wheel base, driving 10 ft.—0 in. and 10 ft.—0 in.
“ “ engine 48 ft.—10 in.
“ “ and tender 80 ft.—9 1/4 in.
Weight, leading 23,500 lbs.
“ driving 337,500 lbs.
“ trailing 39,000 lbs.
“ engine 400,000 lbs.
“ tender 163,200 lbs.
Tender capacity, water 9,000 gals.
“ coal 15 tons
Maximum tractive power 82,000 lbs.
Factor of Adhesion 4.11



Class H-4

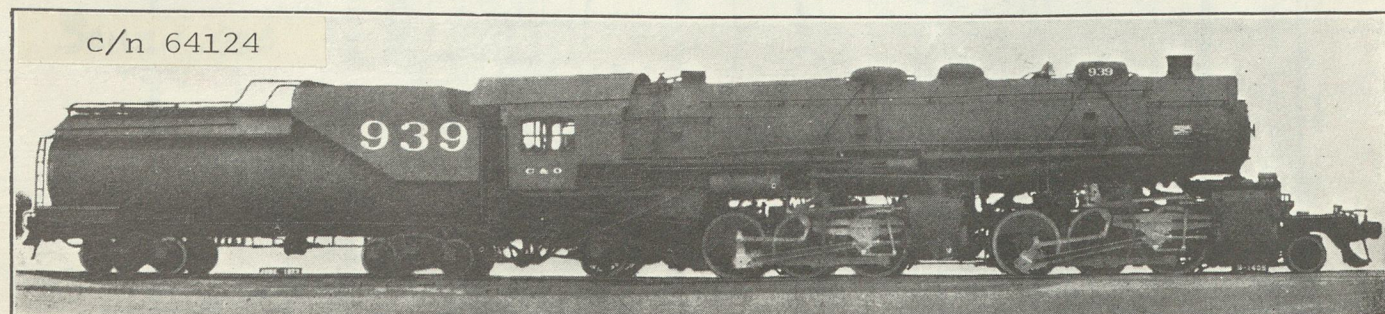
725-749 c/n 51308 renoed 1341 Richmond 1912

700-713 c/n 54594 renoed 763,1364 Richmond 1914



Class H-6

895-914 c/n 62192 renoed 1491 Richmond 1920



c/n 64124

In 1923 Schenectady built twenty five noed 915-939 but were delivered with the new nos 1496-1520

Cylinders, diameter and stroke 22 in. and 35 in. x 32 in.
Tractive force, A. R. A. 67,150 lb.
Drivers, diameter 56 1/4 in.
Weight on drivers 376,500 lb.
Weight on front truck 23,500 lb.
Weight on trailing truck 49,000 lb.
Total weight of engine 449,000 lb.
Weight of tender 209,800 lb.

Driving wheel base, each 10 ft. 0 in.
Total engine wheel base 48 ft. 10 in.
Fuel Soft coal
Grate area 72.2 sq. ft.
Steam pressure 225 lb.
Evaporative heating surface 4,901 sq. ft.
Superheating surface 1,000 sq. ft.
Tender capacity 12,000 gal., 15 tons

c/n 55208

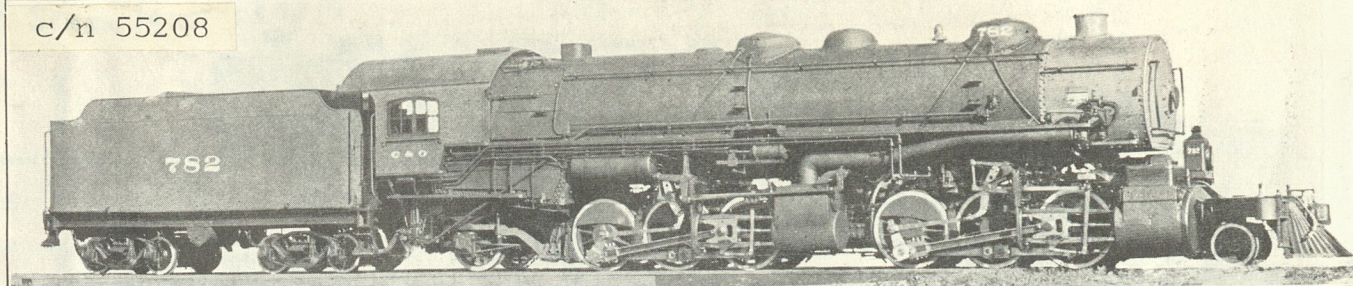


Fig. 146—Mallet Articulated (2-6-6-2) Compound Locomotive for Freight Service. Built for Chesapeake & Ohio by the American Locomotive Company.

Gage 4 ft. 8 1/2 in.
Cylinders 22 in. and 35 in. x 32 in.
Steam pressure 210 lbs.
Diam. of Drivers 56 1/4 in.
Tractive Effort, simple 91,400 lbs.
Tractive Effort, compound 76,100 lbs.
Driving Wheel, base, front 10 ft.
Driving Wheel, Base, Back 10 ft.
Total Wheel Base 48 ft. 10 in.

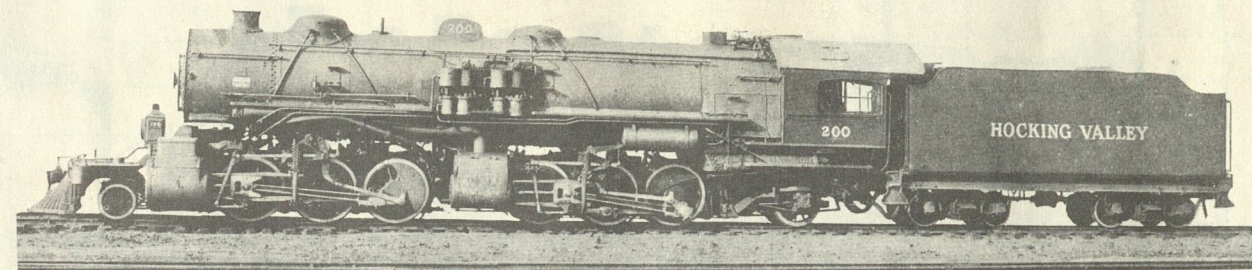
Heating Surface, Tubes 3,293 sq. ft.
Heating Surface, sup. Flues 1,238 sq. ft.
Heating Surface, Firebox 369 sq. ft.
Heating Surface, Total 4,900 sq. ft.
Heating Surface, Superheater 975 sq. ft.
Grate Area 72.2 sq. ft.
Weight, on Drivers 264,900 lbs.
Weight, Total 434,400 lbs.
Fuel Soft coal

Twenty four from Schenectady in 1915 noed 776-799. Renoed 1377-1400

200-204

c/n 57284

Schenectady 1917

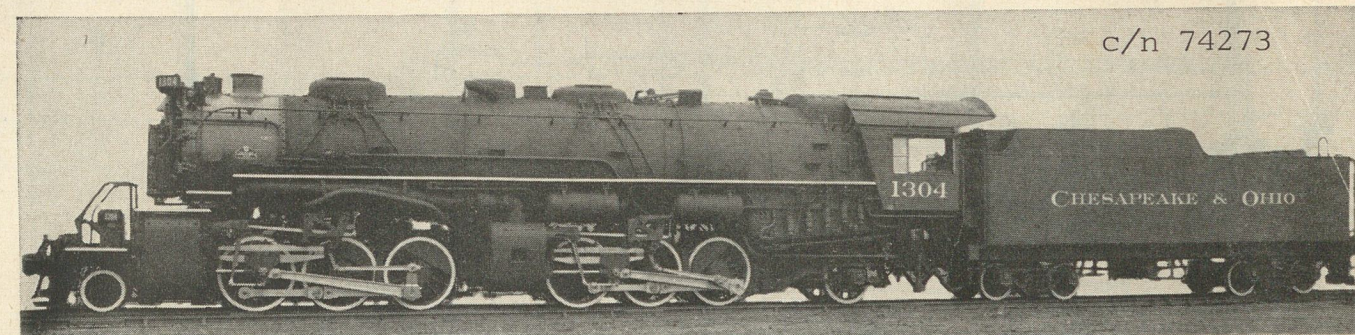


Hocking Valley nos 200-224 renoed C. & O. 1275-1299 in 1930

25 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

Cylinders 22 and 35 x 32 in.
Driving wheels, diameter 56 1/4 in.
Steam pressure 210 lbs.
Boiler diameter 89 1/4 in.
Tubes, length 24 ft.
“ number 36—5 1/2 in.
“ “ 234—2 1/4 in.
Heating surface, tubes 4,536 sq. ft.
“ “ water tubes 23 sq. ft.
“ “ fire box 344 sq. ft.
“ “ total 4,903 sq. ft.
“ “ superheater 975 sq. ft.
Fire box 108 1/2 x 96 1/2 in.

Grate area 72.2 sq. ft.
Wheel base, driving 10 ft. and 10 ft.
“ “ engine 48 ft.—10 in.
“ “ and tender 80 ft.—5 1/4 in.
Weight, leading 22,100 lbs.
“ driving 364,500 lbs.
“ trailing 47,400 lbs.
“ engine 434,000 lbs.
“ tender 167,700 lbs.
Tender capacity, water 9,000 gals.
“ coal 15 tons
Maximum tractive power 77,600 lbs.
Factor of adhesion 4.6



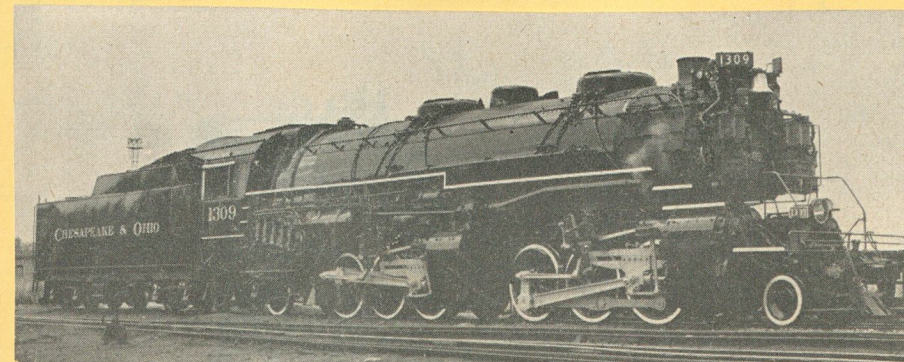
c/n 74273

The final group, nos 1300-1309, delivered by Baldwin in 1949

Tractive force, simple 98,700 lb.
Tractive force, compound 78,250 lb.
Cylinders, diameter and stroke 22 in. & 35 in. x 32 in.
Drivers, diameter 56 in.
Weight on drivers 366,700 lb.
Weight on front truck 23,200 lb.
Weight on trailing truck 45,000 lb.
Total weight of engine 434,900 lb.
Weight of tender, 3/4 loaded 164,500 lb.

Driving wheel base, each 10 ft. 0 in.
Total engine wheel base 48 ft. 10 in.
Boiler diameter, maximum 95 3/4 in. I. D.
Fuel Soft coal
Grate area 72.2 sq. ft.
Steam pressure 210 lb.
Evaporative heating surface 4,830 sq. ft.
Superheating surface (Type A) 991 sq. ft.
Tender capacity 12,000 gal., 16 tons

The Last Engine Built for the C. & O.

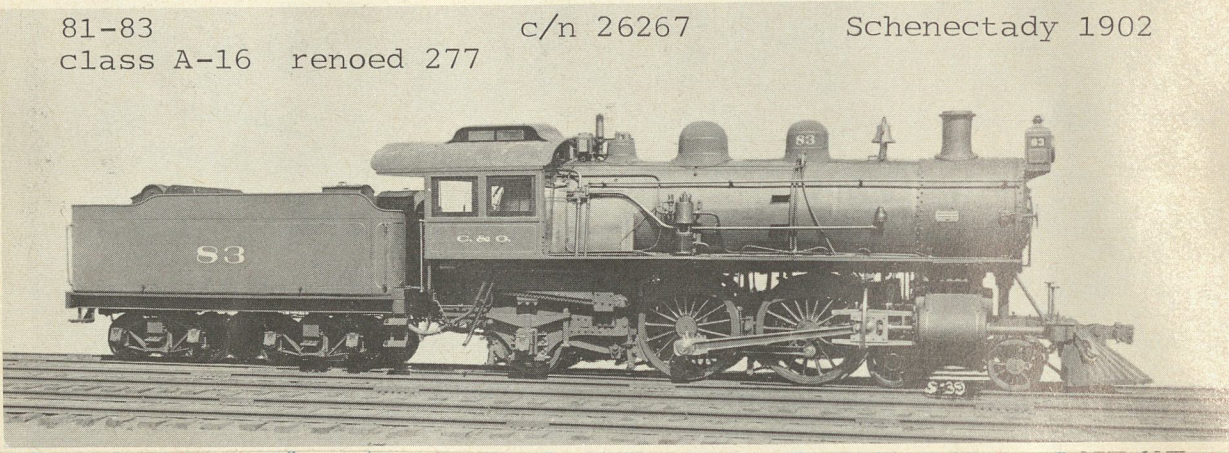


#1309

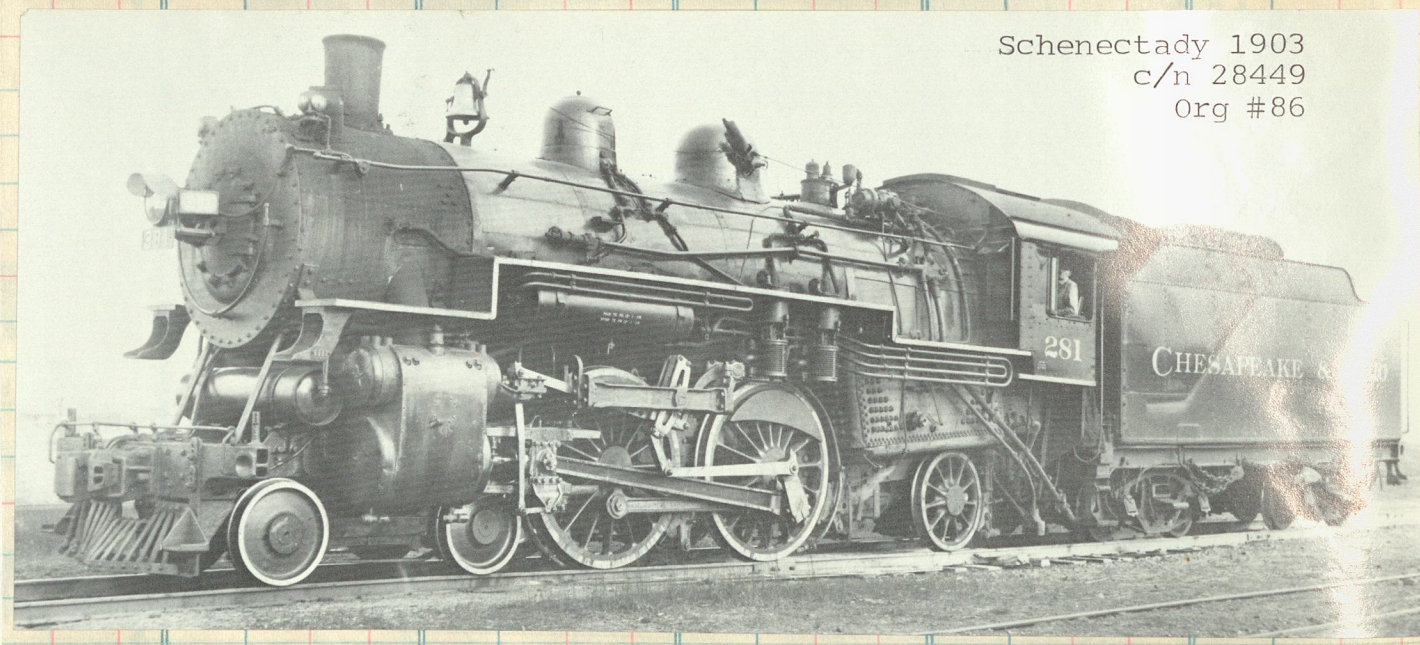
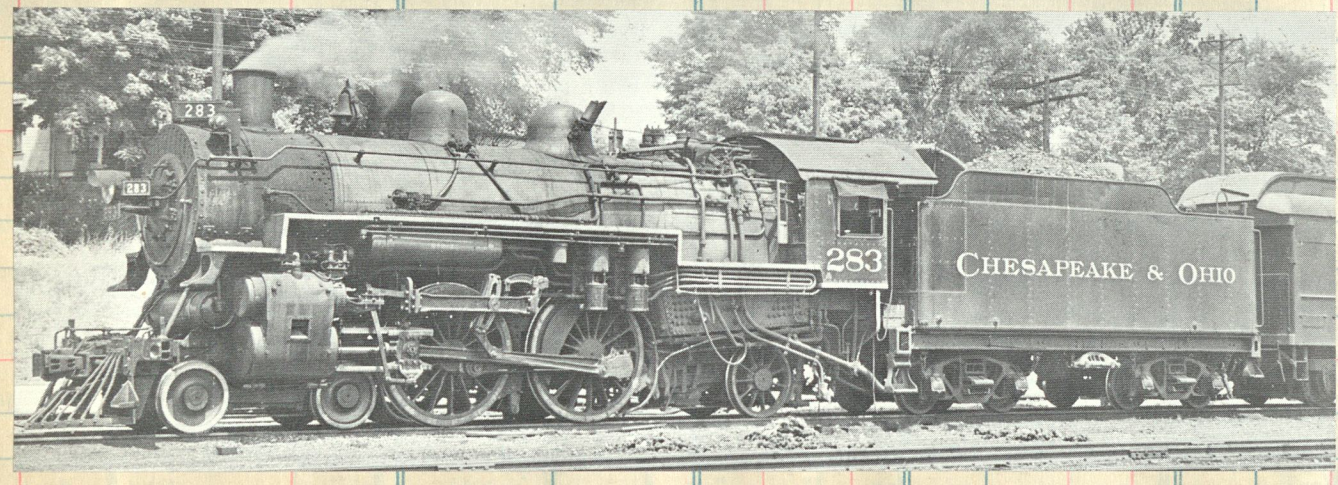
In the years 1902-1907 the C&O acquired nineteen Atlantic type noed 81-99, all being renoed in 1925. One additional 4-4-2 was purchased from Pittsburgh in 1916 as #80. During their service they maintained the classic lines of their breed. The 296 was built at Richmond in 1905 as #88 c/n 30709 and renoed 283 then 296.



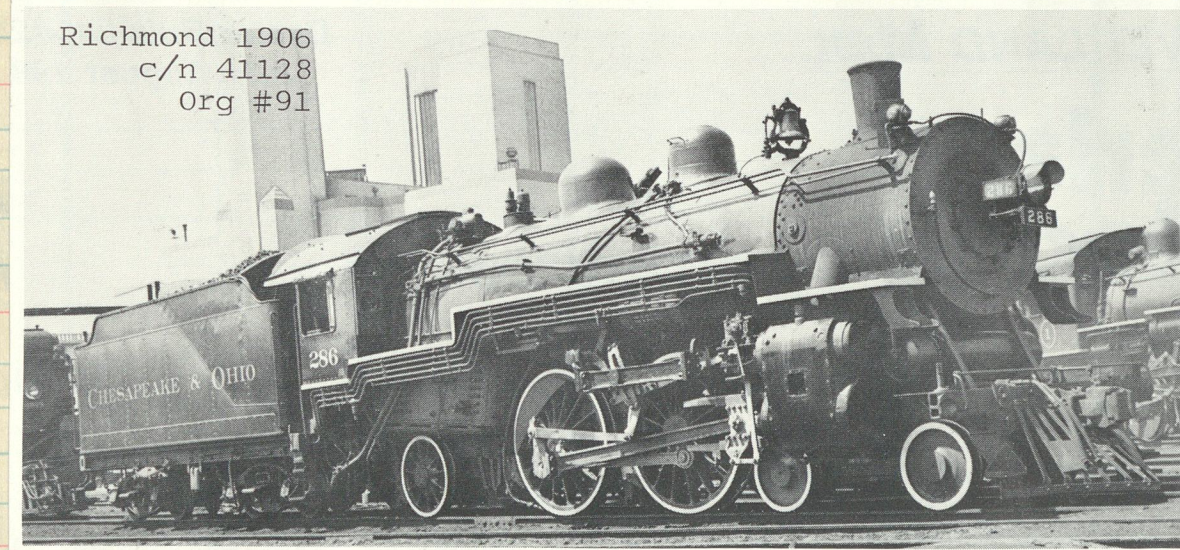
A frisky fourty five year old, #287, with Trn #13 Clifton Forge-Huntington local west of Charleston. She was the first 4-4-2 on the C&O, ex #81, #275.



81-83 c/n 26267 Schenectady 1902 class A-16 renoed 277



Schenectady 1903 c/n 28449 Org #86



Richmond 1906 c/n 41128 Org #91



Trn #20 at Hammond, Ind. Original #98 Richmond 1907 c/n 42396

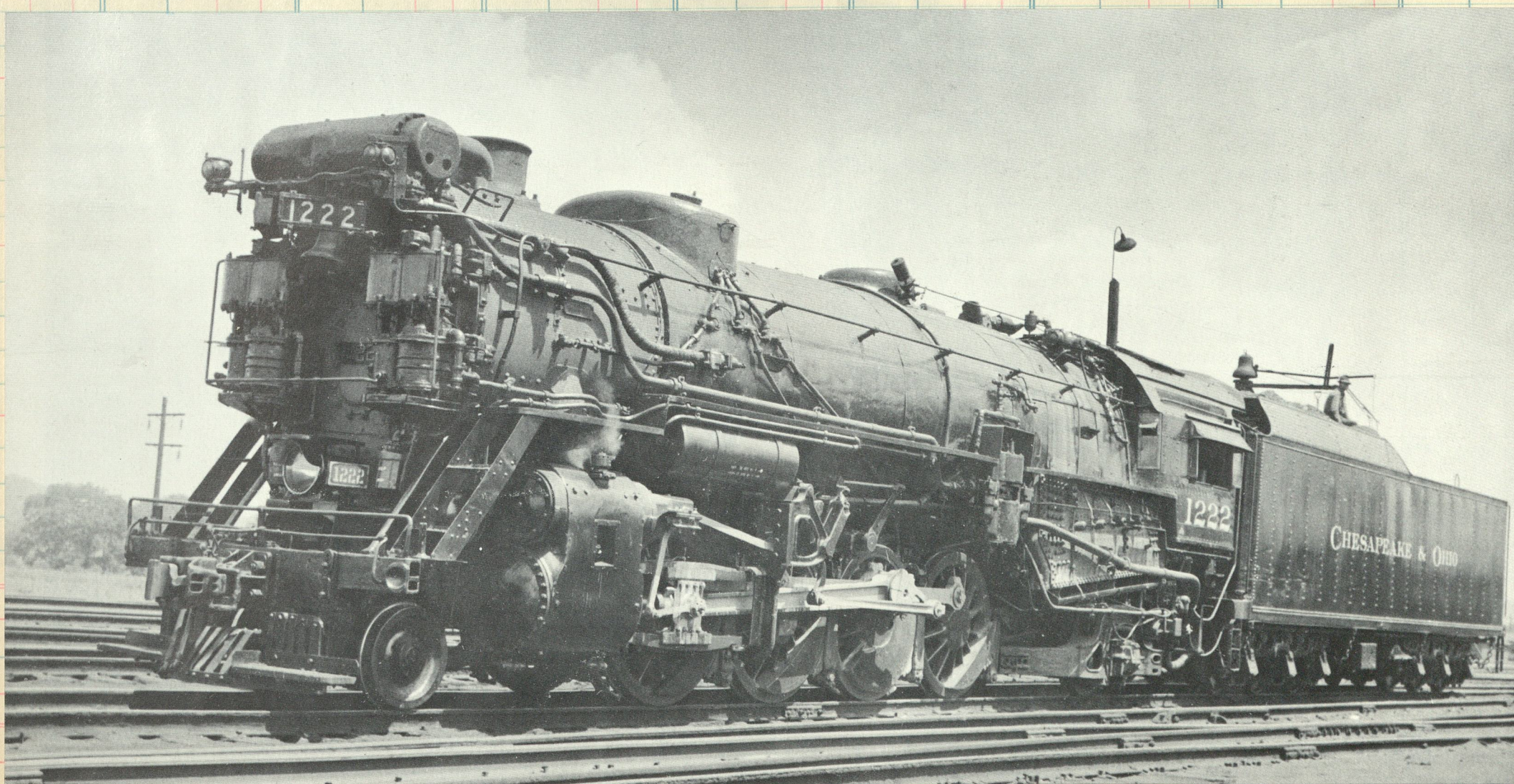
Clos. No. Sold

Sold Amount Clos. No. Sold Amount



Chesapeake & Ohio's Mikado No. 1212 approaches JC Interlocking at Clifton Forge, Va.

Thomas J. Donahue, 6 Pine St., Waterbury, Conn.



In the mid Twenties the C. & O. brought their freight power up to new standards with the addition of 150 excellent Mikes.

C. & O.'s First Mike

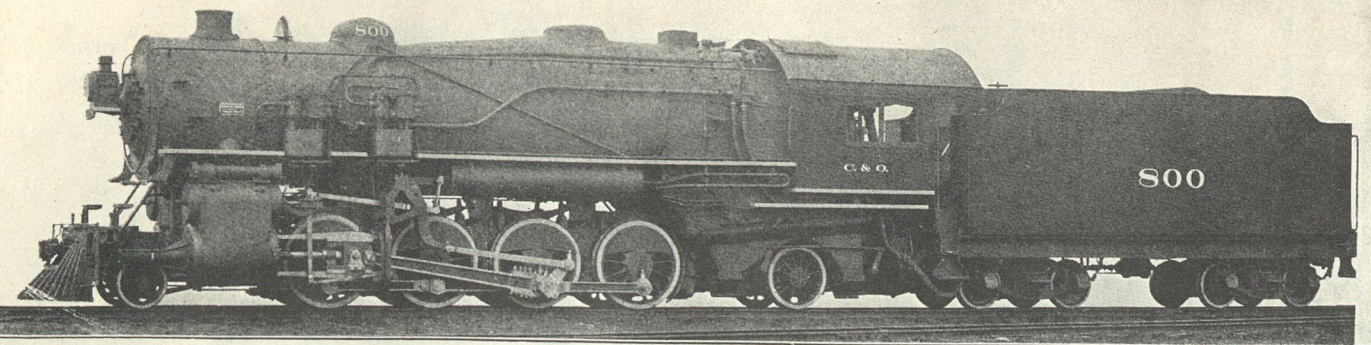
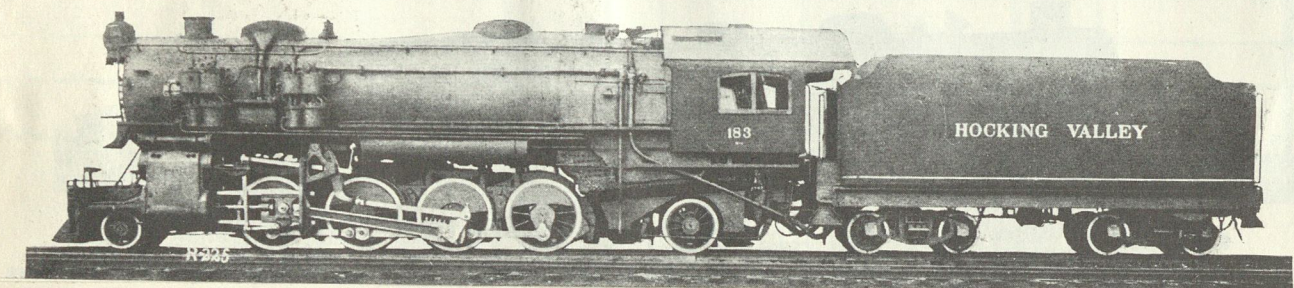


Fig. 38—Mikado (2-8-2) Locomotive for Freight Service. Built for the Chesapeake & Ohio by the American Locomotive Company. Cylinders, 29 in. x 28 in. Working Steam Pressure, 170 lbs. per sq. in. Diameter of Drivers, 56 in. Tractive Effort, 60,800 lbs. Heating Surface—Tubes, 3,740 sq. ft.; Water Tubes, 28 sq. ft.; Firebox, 283 sq. ft.; Total, 4,051 sq. ft.; Superheater Surface, 832 sq. ft. Grate Area, 66.7 sq. ft. Rigid Wheel Base 16 ft. 6 in. Total Engine Wheel Base, 34 ft. 10 in. Wt. on Drivers, 243,000 lbs. Total Wt. of Eng., 315,000 lbs. Fuel, Soft Coal. One engine #800. Built by Richmond 1911 c/n 50471 Renoed 901, back to 800, then 900, 1000, 1100

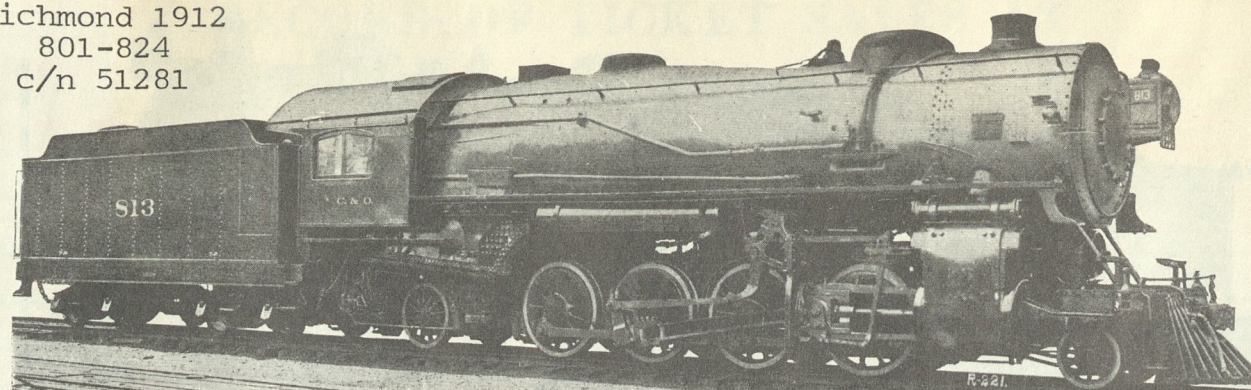


180-183 (renoed C&O 1092) c/n 51737 Richmond 1912

Cylinders 29 x 28 in.
Driving wheels, diameter 56 in.
Steam pressure 170 lbs.
Boiler diameter 83 3/4 in.
Tubes, length 19 ft.
" number 40—5 1/2 in.
" " 238—2 1/4 in.
Heating surface tubes 3,740 sq. ft.
" " water tubes 28 sq. ft.
" " fire box 283 sq. ft.
" " total 4,051 sq. ft.
" " superheater 832 sq. ft.
Fire box 114 1/8 x 84 1/4 in.

Grate area 66.7 sq. ft.
Wheel base, driving 16 ft.—6 in.
" " engine 34 ft.—10 in.
" " and tender 67 ft.—10 1/2 in.
Weight, leading 27,500 lbs.
" driving 242,000 lbs.
" trailing 53,500 lbs.
" engine 323,000 lbs.
" tender 168,000 lbs.
Tender capacity, water 9,000 gals.
" coal 15 tons
Maximum tractive power 60,800 lbs.
Factor of adhesion 3.98

Richmond 1912
801-824
c/n 51281

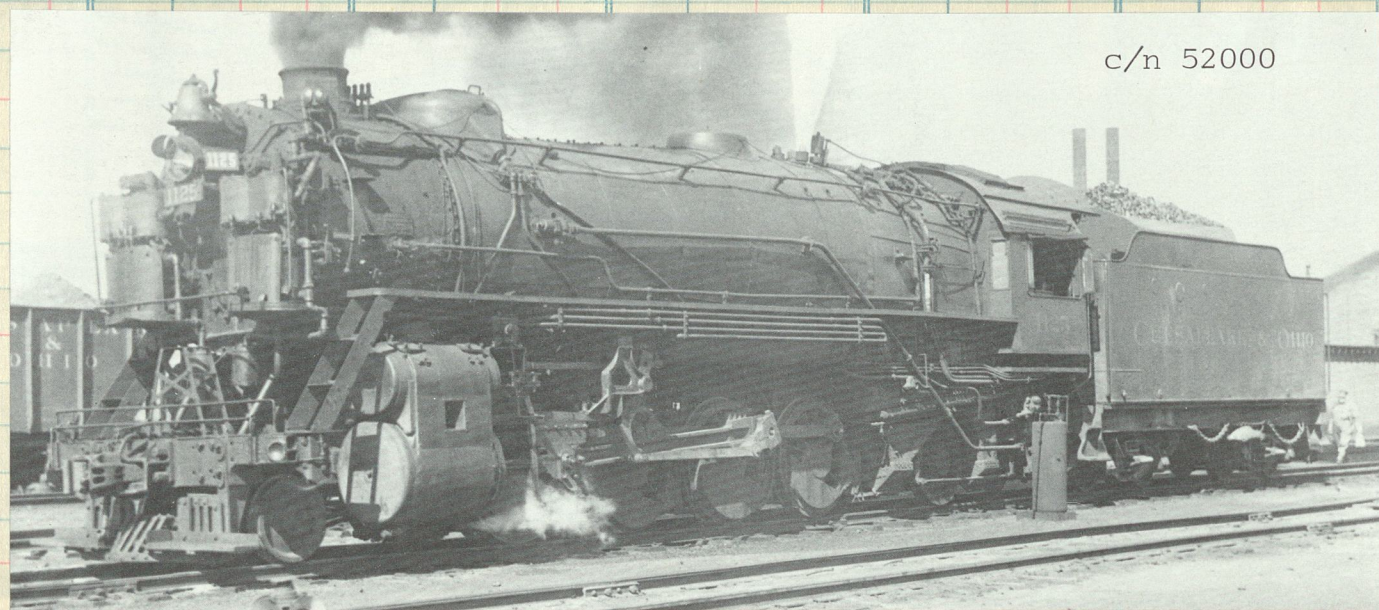


Renoed 1113

MIKADO FREIGHT LOCOMOTIVE

Cylinders 29 x 28 in.
Driving wheels, diameter 56 in.
Steam pressure 170 lbs.
Boiler diameter 83 3/4 in.
Tubes, length 19 ft.
" number 40—5 1/2 in.
" " 238—2 1/4 in.
Heating surface tubes 3,740 sq. ft.
" " water tubes 28 sq. ft.
" " fire box 283 sq. ft.
" " total 4,051 sq. ft.
" " superheater 832 sq. ft.
Fire box 114 1/8 x 84 1/4 in.

Grate area 66.7 sq. ft.
Wheel base, driving 16 ft.—6 in.
" " engine 34 ft.—10 in.
" " and tender 67 ft.—10 1/2 in.
Weight, leading 27,500 lbs.
" driving 242,000 lbs.
" trailing 53,500 lbs.
" engine 323,000 lbs.
" tender 168,000 lbs.
Tender capacity, water 9,000 gals.
" coal 15 tons
Maximum tractive power 60,800 lbs.
Factor of adhesion 3.98



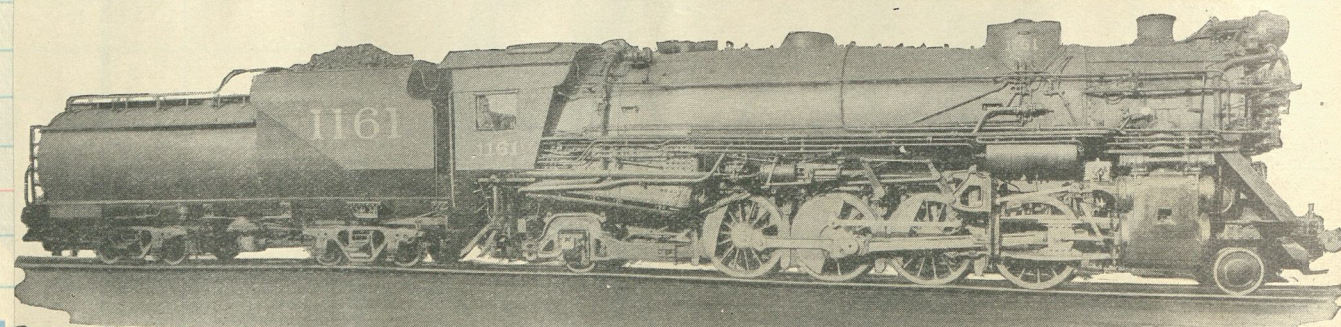
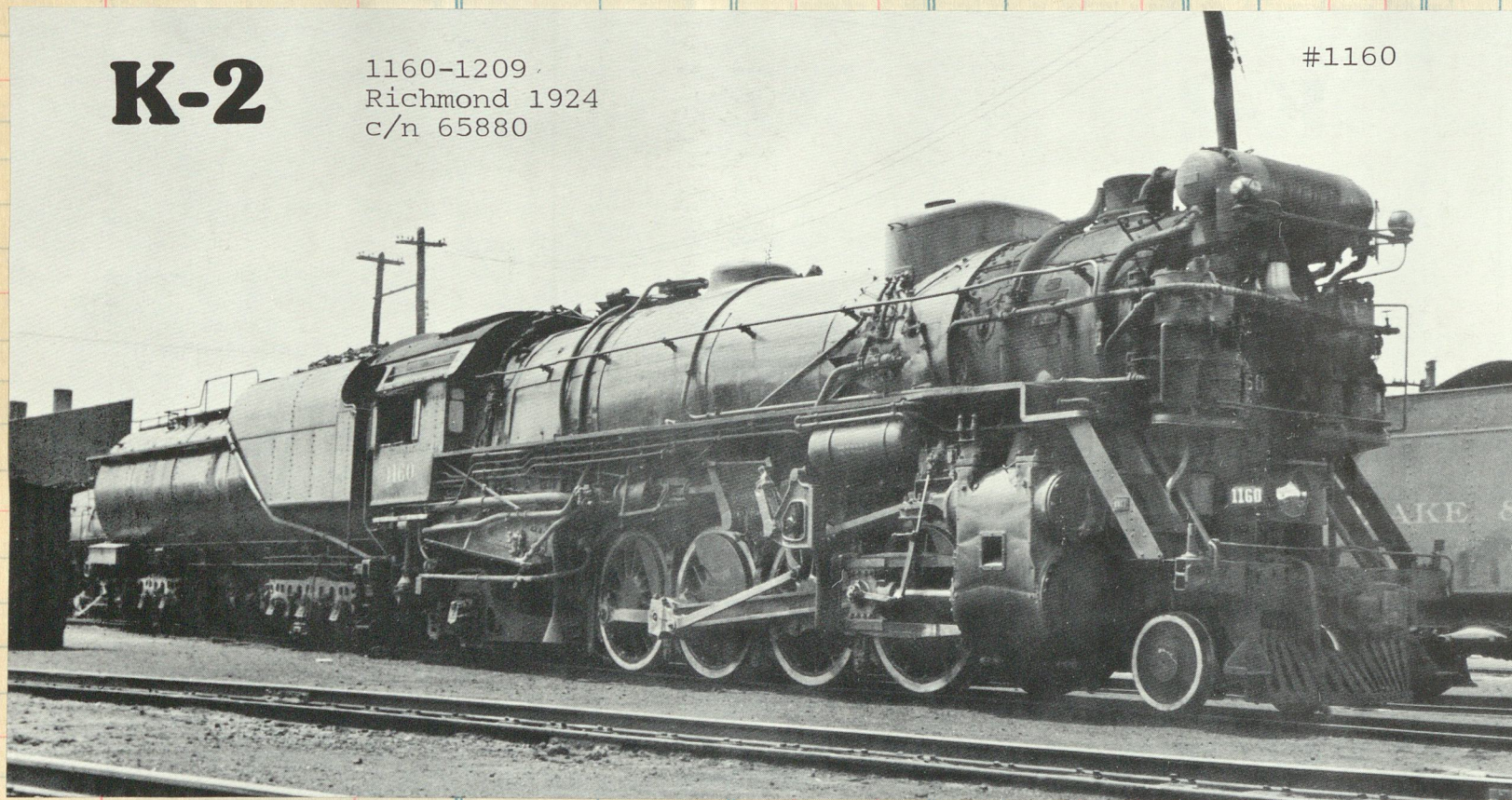
c/n 52000

#1125, ex #925, 1025, b1t by Richmond 1912

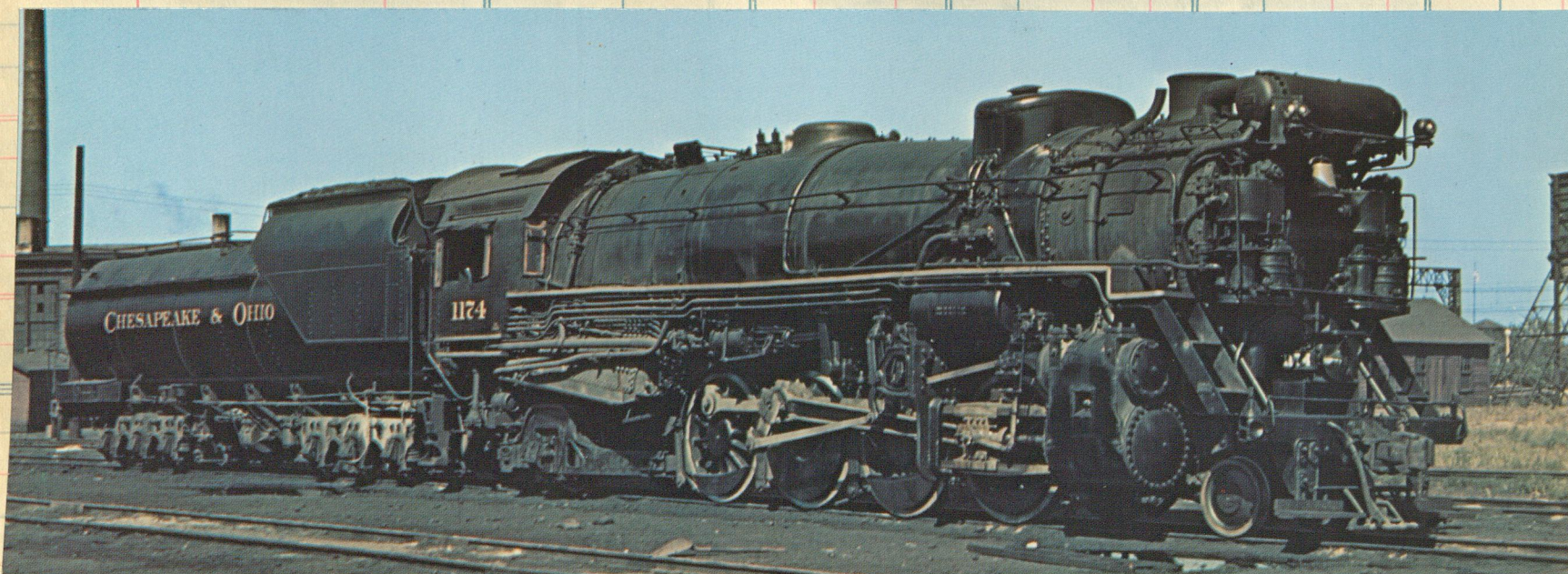
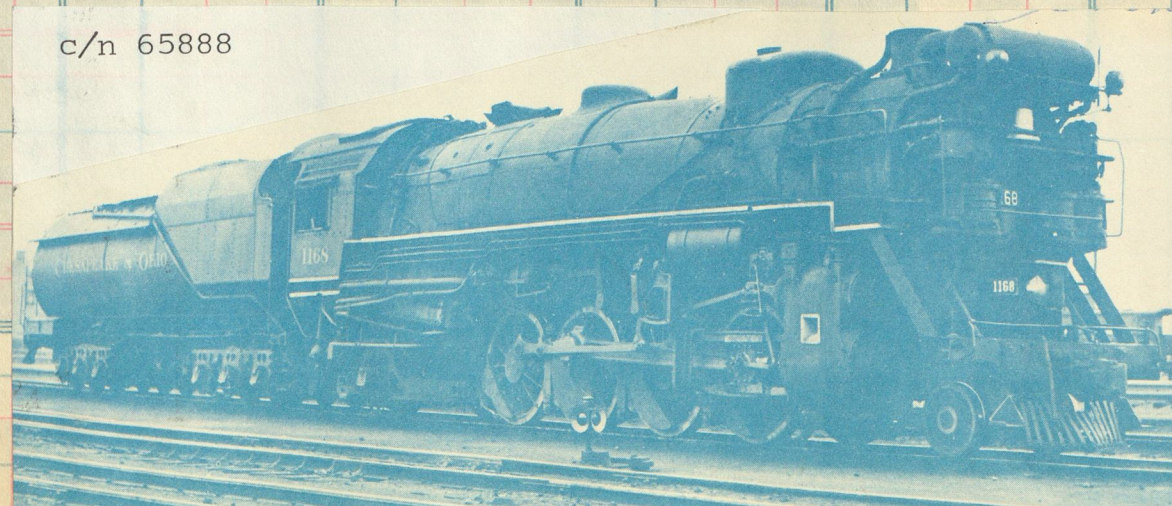
K-2

1160-1209
Richmond 1924
c/n 65880

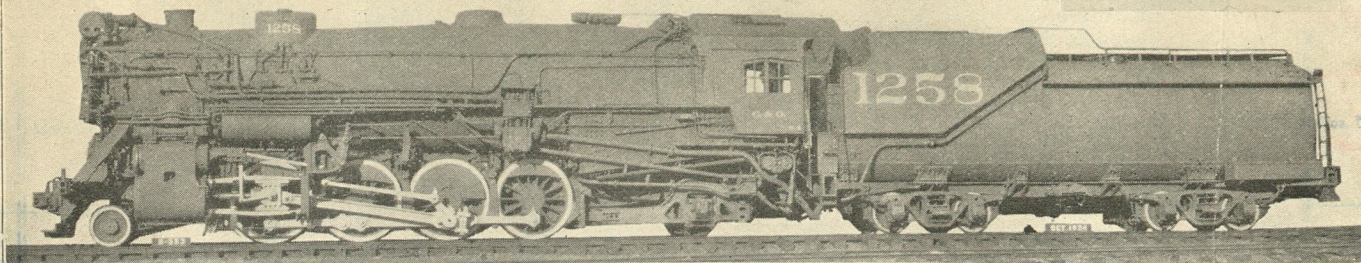
#1160



c/n 65888



FEARSOME K-3 Mike 1215 comes through Kenova, W. Va., with a 103-car reefer block on her Vanderbilt tender drawbar. The C&O train is eastbound . . . and accelerating on tangent.



1210-1259

K-3

ALCO-Richmond

65830-65879

Aug-Oct 1924

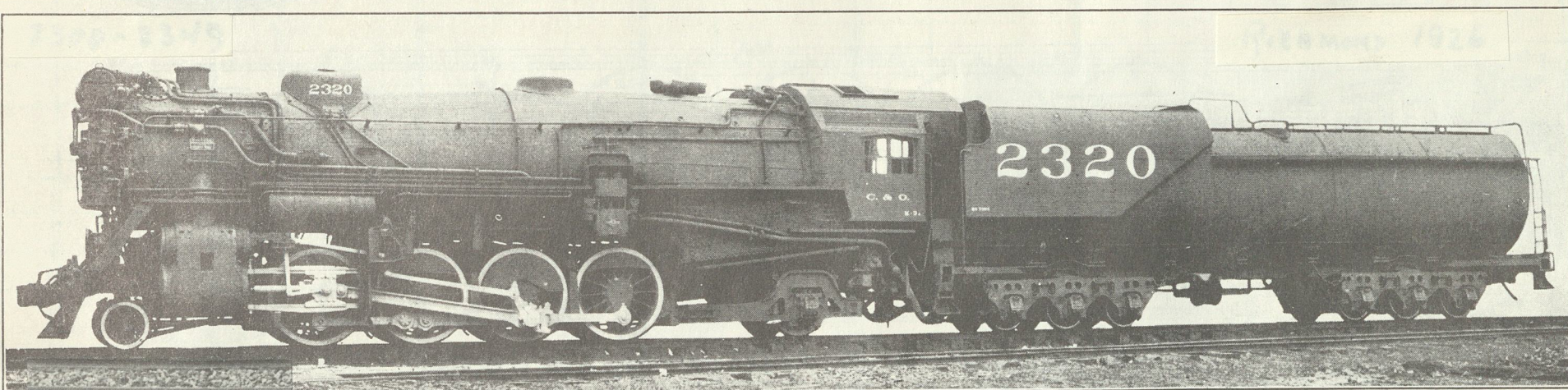
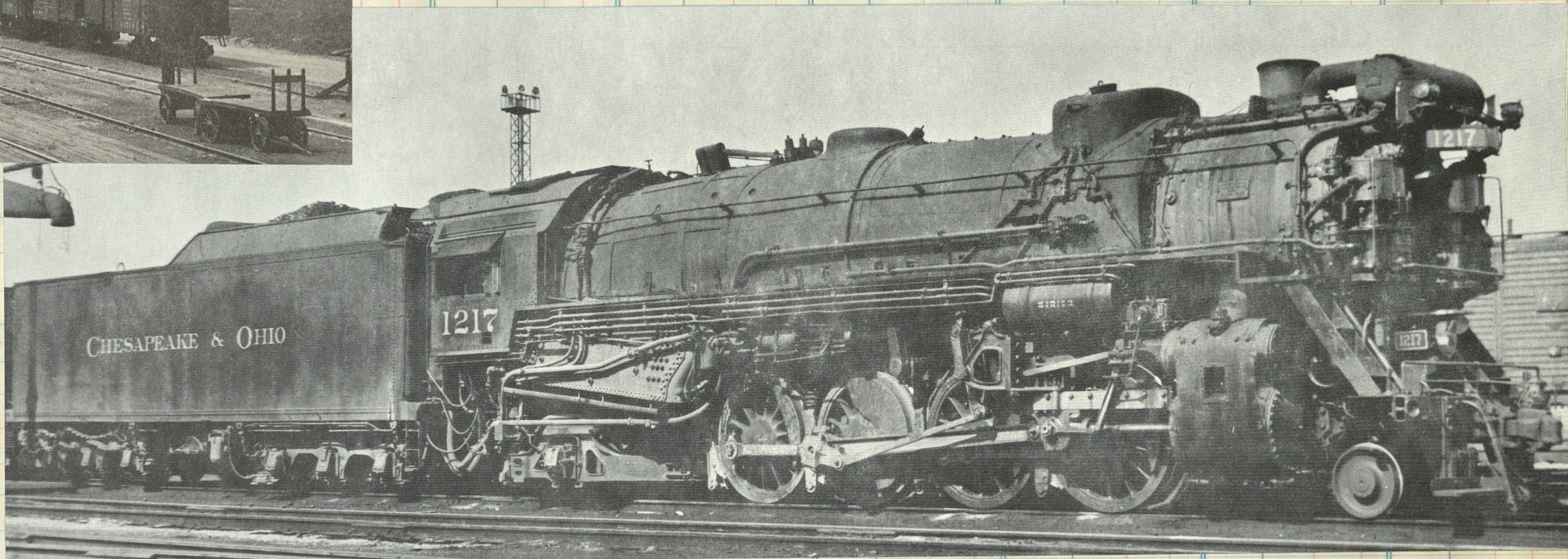


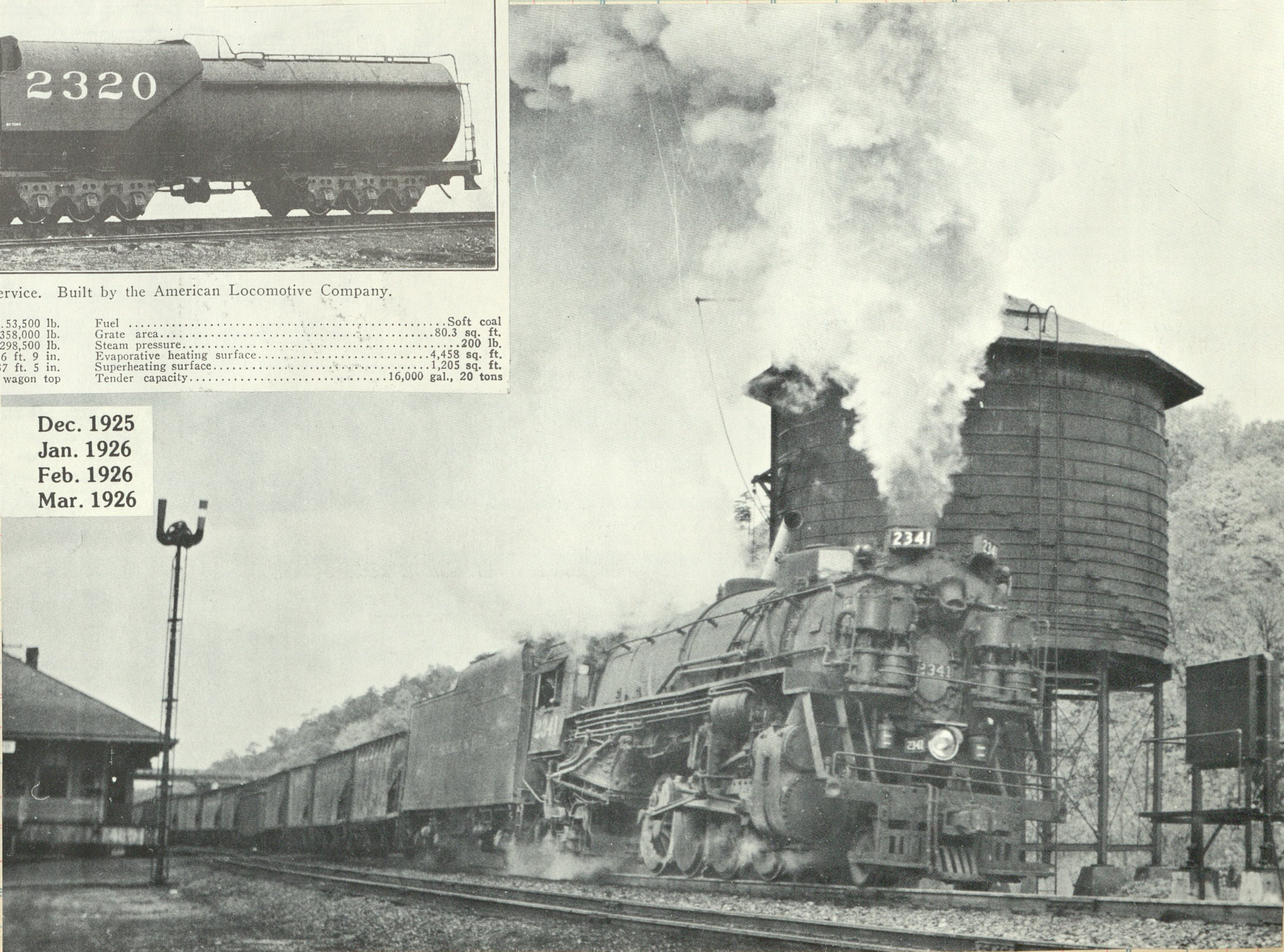
Fig. 61—Chesapeake & Ohio 2-8-2 (Mikado) Type Locomotive, Class K 3a, for Freight Service. Built by the American Locomotive Company.
(See also Fig. 62)

Cylinders, diameter and stroke.....28 in. x 32 in.
Tractive force.....67,700 lb.
Cylinder horsepower.....2,824 hp.
Drivers, diameter.....63 in.
Weight on drivers.....273,500 lb.
Weight on front truck.....31,000 lb.

Weight on trailing truck.....53,500 lb.
Total weight of engine.....358,000 lb.
Weight of tender.....298,500 lb.
Driving wheel base.....16 ft. 9 in.
Total engine wheel base.....37 ft. 5 in.
Type of boiler.....Extended wagon top

Fuel.....Soft coal
Grate area.....80.3 sq. ft.
Steam pressure.....200 lb.
Evaporative heating surface.....4,458 sq. ft.
Superheating surface.....1,205 sq. ft.
Tender capacity.....16,000 gal., 20 tons

2300-2302	K-3a	ALCO-Richmond	66468-66470	Dec. 1925
2303-2323	K-3a	ALCO-Richmond	66471-66491	Jan. 1926
2324-2337	K-3a	ALCO-Richmond	66492-66505	Feb. 1926
2338-2349	K-3a	ALCO-Richmond	66506-66518	Mar. 1926



Pounding thru Brema, Va.

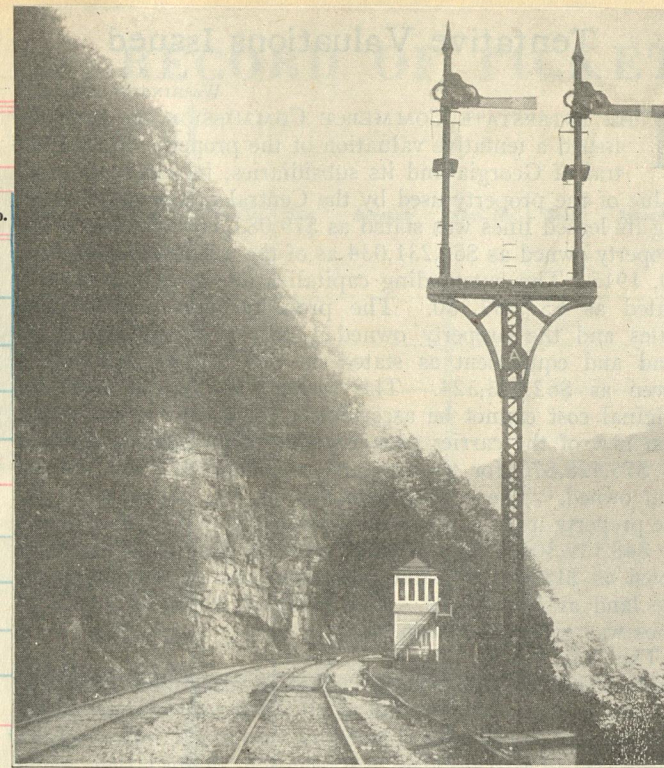


RICHMOND, VIRGINIA

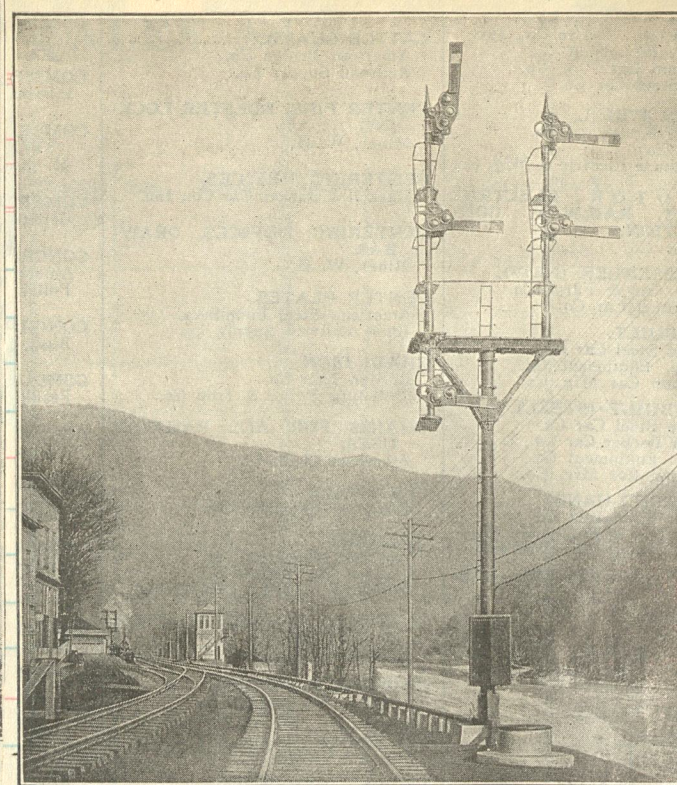
Chesapeake & Ohio

Of about 1900 vintage, the architecture of the C. & O.'s Richmond station is quite interesting. If it were not for the modern signal in the picture, the photograph would seem to be decades older than the 1960s when it was made.

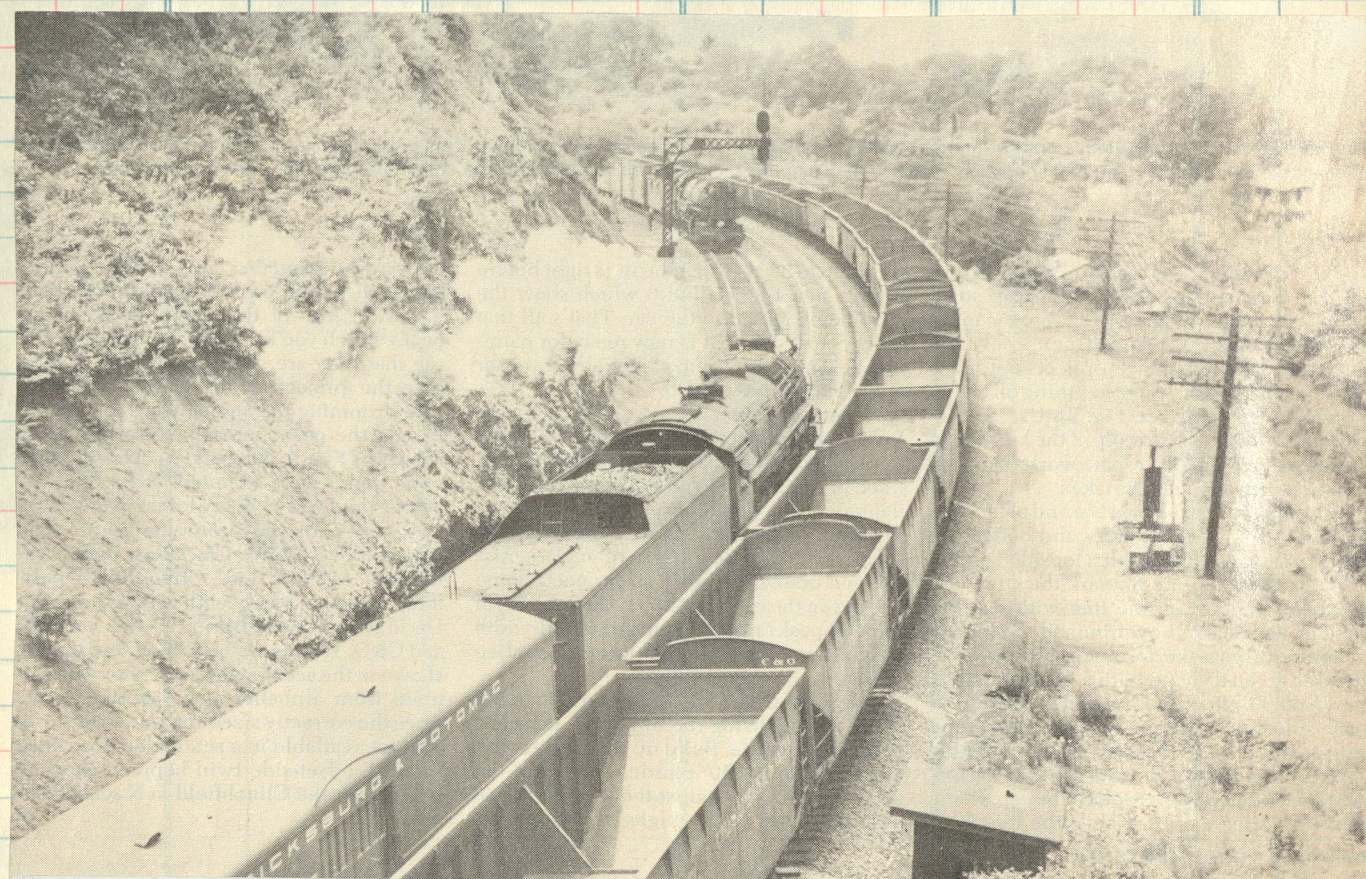
C. & O.



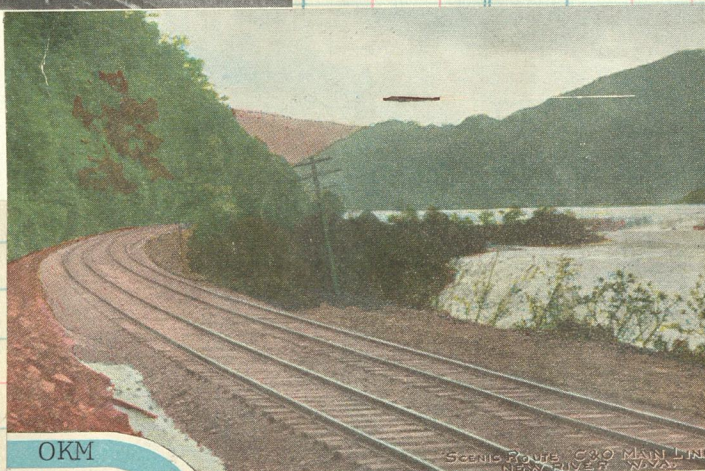
Approaching Cotton Hill Interlocking From the East



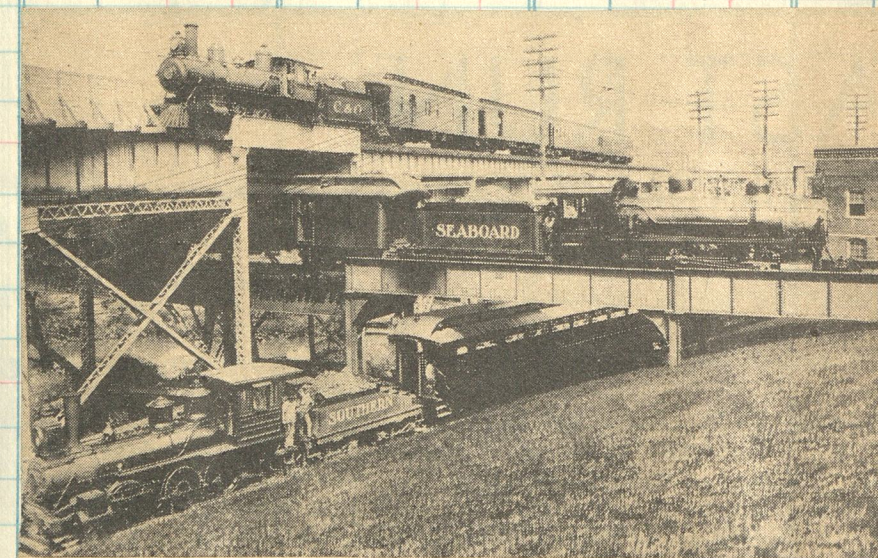
Interlocking near Prince, W. V.
c 1923



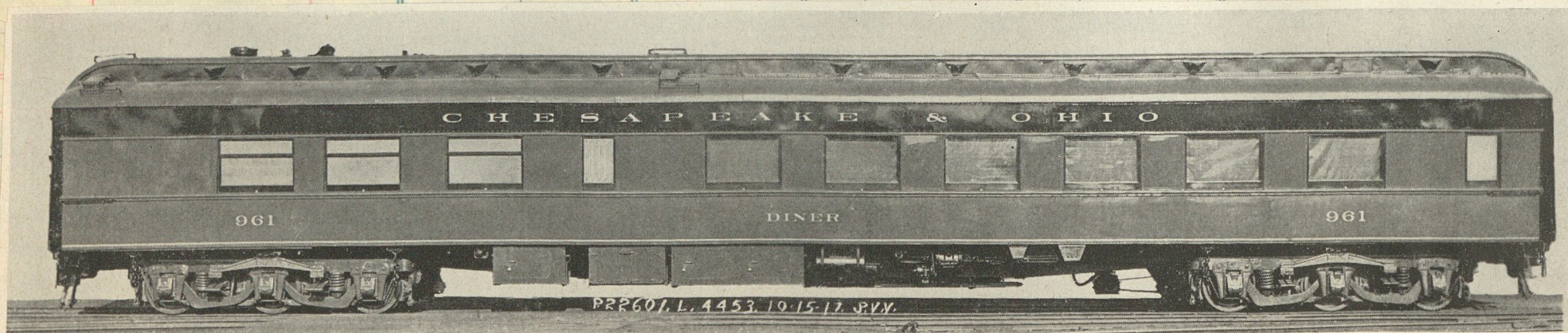
An interesting move near White Sulphur Springs. The passenger train, operating against the current of traffic, is running by the train of empty hoppers on the right hand main while a freight, upper left, is standing into clear waiting for the passenger to get out of the way so that he may be able to proceed.



OKM



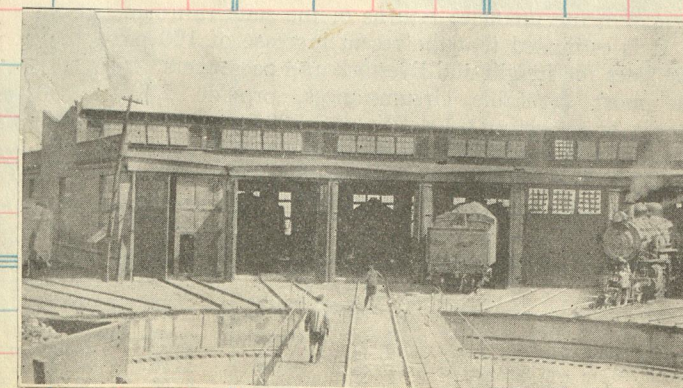
TRIPLE CROSSING OF C. & O., SEABOARD, AND SOUTHERN RAILROADS AT RICHMOND, VA.



Dinner hour on the F.F.V.

CHESAPEAKE & OHIO diner 961, built by Pullman in November 1917, was one of a group of cars ordered to upgrade the famous F.F.V. Limited — the Fast Flying Virginian, named after the F.F.V. (First Families of Virginia). The car was painted in the long-gone orange-and-maroon scheme introduced in 1889 by M. E. Ingalls when he was president of C&O.

(The same color scheme was also used during the early days of the Big Four, of which Ingalls was also president.) Diner 961 was one of the first cars built with a wide letterboard replacing art-glass Gothic upper window sash. No. 961 looks modern, younger than her age. Probably for this reason she has survived the ravages of time, is still in active service on C&O.



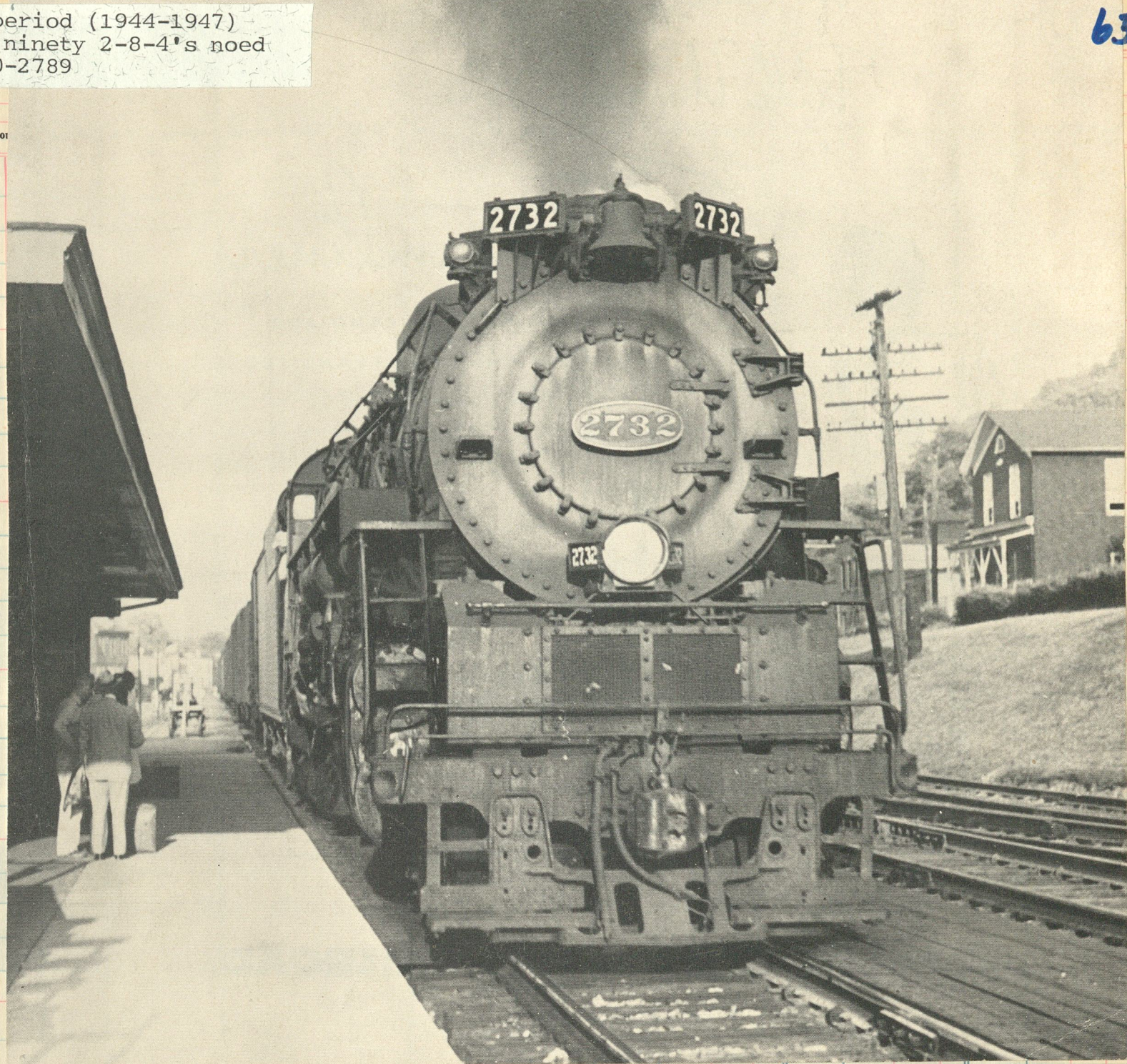
The old Richmond enginehouse

In a three year period (1944-1947)
the C&O acquired ninety 2-8-4's nosed
2700-2789

Clos. No.



The 2-8-4's had no problem in working the passenger pool. Here the 2700 accelerates out of Cotton Hill, five miles east of Gauley, with a first class consist.

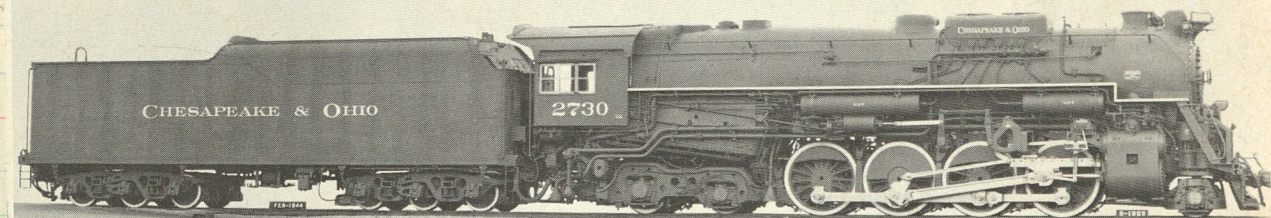


Drifting past the depot at Montgomery, W.V.

2700-2739

c/n 70879

Schenectady 1944



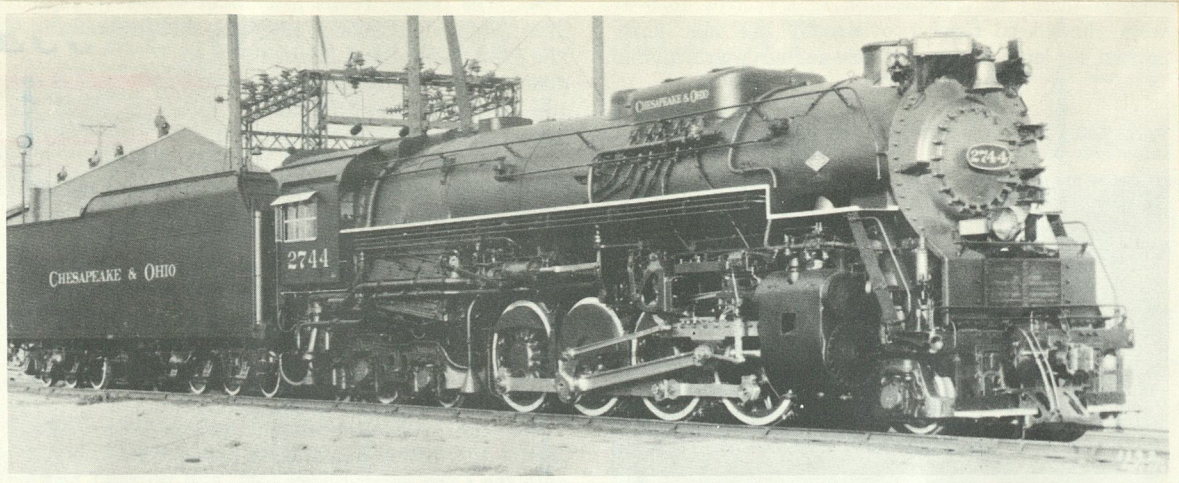
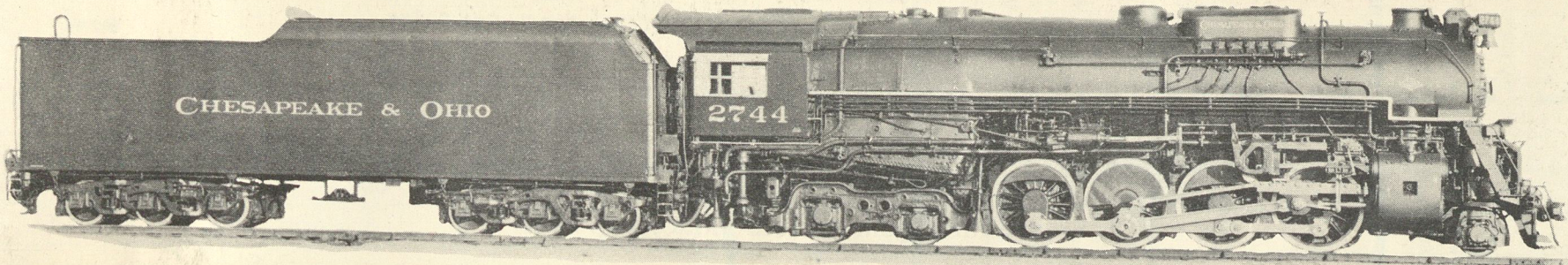
1st section, Christmas mail

by Fogg



C & O #90 the Expediter, crack Manifest freight train, heading east out of Stevens Yard, Kentucky, on the Cincinnati Division. Courtesy C & O RR.

Last steam run made by Eng #2716
January 31, 1957



LIMA LOCOMOTIVE WORKS, INCORPORATED

LIMA, OHIO

Class: 284-S-469
R. R. Class: K-4

Built for CHESAPEAKE AND OHIO RAILWAY CO.

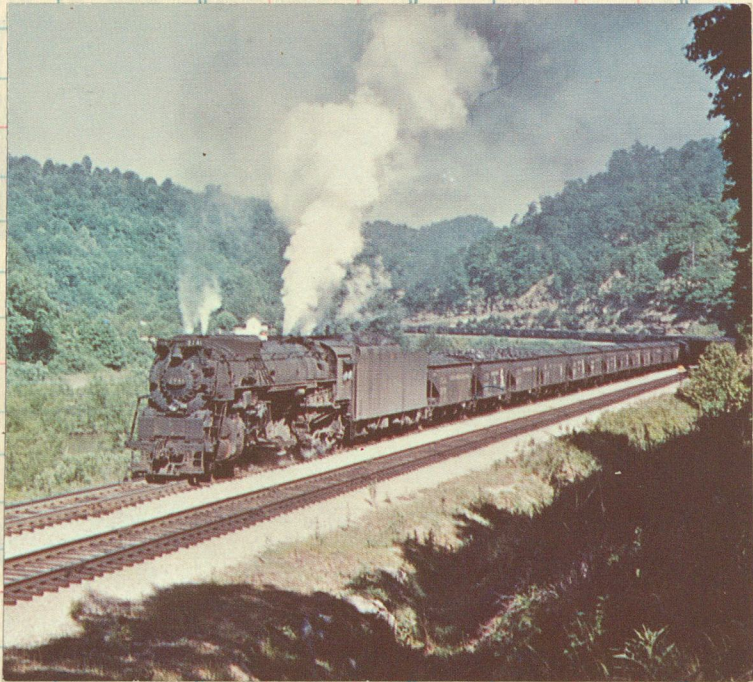
Road No. 2744
Order Covers 10 Locom. Nos. 2740-2749

GAUGE OF TRACK		FUEL KIND	CYLINDERS		BOILER		FIREBOX				
WHEEL BASE	DRIVING WHEEL DIAMETER		DIAMETER	STROKE	O.D. FRONT	PRESSURE	LENGTH	WIDTH			
4'-8½"	69"	SOFT COAL	26"	31"	87½"	245 LBS.	135½"	96¼"			
WHEEL BASE		TRACTIVE POWER		FACTOR OF ADHESION		TUBES & FLUES		LENGTH			
DRIVING	ENGINE	ENGINE AND TENDER	MAIN CYLINDERS	WITH BOOSTER	NUMBER	DIAMETER	NUMBER				
18'-3"	42'-0"	93'-2"	69350	83350	4.22	73	2½"	19'-0"			
AVERAGE WEIGHT IN WORKING ORDER, POUNDS				GRATE AREA		HEATING SURFACES, SQUARE FEET					
ON DRIVERS	TRUCK	TRAILER	TOTAL	TENDER	LOAD	TUBES AND FLUES	FIREBOX & ARCH TUBES	ARCH TUBES & SYPHONS	TOTAL	SUPER-HEATER	
292600	47900	61300	67100	468900	315090	90.3	4308	344	122	4774	1932

Tender, Type 12 Wheel

Capacity, Water 21000 Gallons

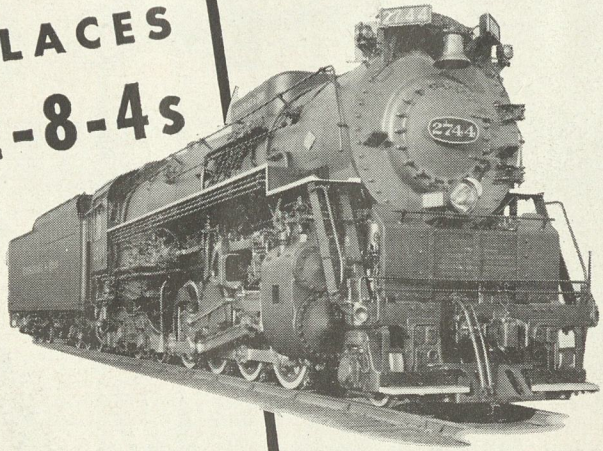
Fuel, 30 Tons



The 2741 with 121 loads of coal on the Big Sandy division near Thealka, Ky.

Blt 1945

THE C&O PLACES
10 LIMA 2-8-4s
IN FAST
FREIGHT
SERVICE



•Anticipating the needs of American business and its demands for the increasingly rapid movement of freight, the Chesapeake & Ohio has just added ten 2-8-4 type steam locomotives to its fleet of Lima-built motive power.

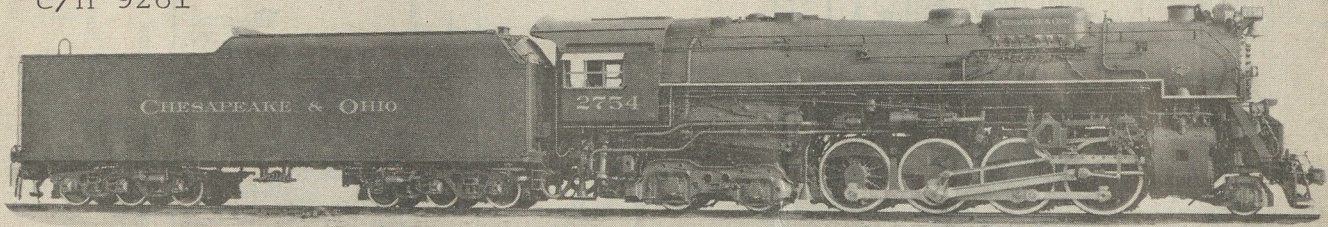
These powerful new locomotives are known as Class K-4, and are having an important part in helping to maintain C&O's traditionally excellent service to shippers.



LIMA LOCOMOTIVE WORKS, INCORPORATED, LIMA, OHIO

Trains, January 1946 55

LIMA 1947
c/n 9261



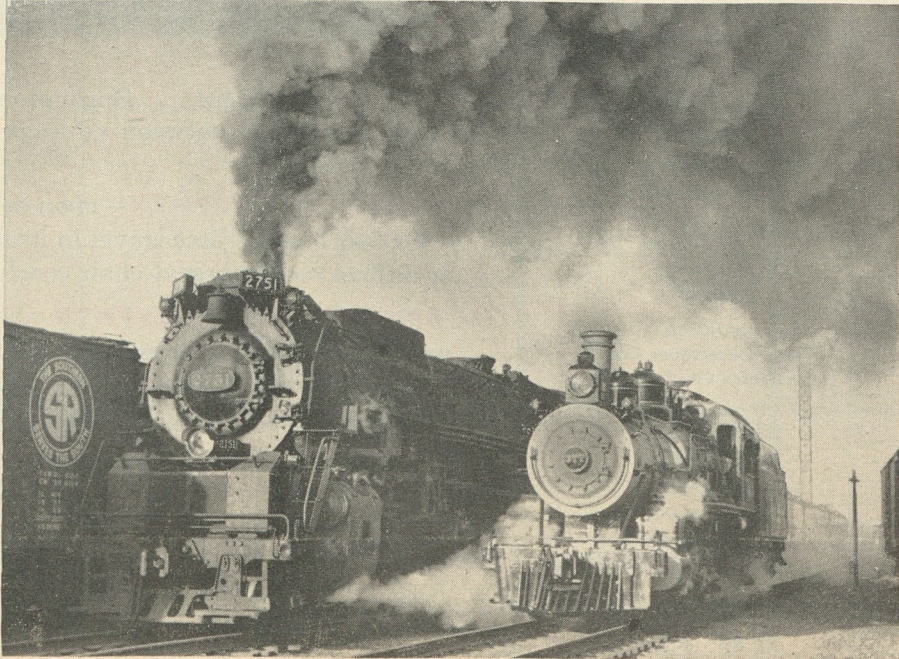
Chesapeake & Ohio 2-8-4 Type Locomotive, Class K-4, Road Nos. 2750-2759 (Earlier Lots Nos. 2700-2749). Built by the Lima Locomotive Works.
(Description: *Railway Mechanical Engineer*, March, 1936)

Tractive force, engine69,350 lb.
Tractive force, booster14,000 lb.
Cylinders, diameter and stroke..... 26 in. x 34 in.
Drivers, diameter69 in.
Weight on drivers293,100 lb.
Weight on front truck48,500 lb.
Weight on trailing truck128,080 lb.
Total weight of engine489,680 lb.
Weight of tender, 2/3 loaded315,770 lb.
Driving wheel base18 ft. 3 in.

Total engine wheel base42 ft. 0 in.
Fuel Soft coal
Firebox, length and width135 1/2 in. x 96 1/4 in.
Grate area90.3 sq. ft.
Diameter of boiler, outside87 1/2 in.
Steam pressure245 lb.
Evaporative heating surface407 + 4,308 = 4,715 sq. ft.
Superheating surface (Type E)1,932 sq. ft.
Tender capacity21,000 gal., 30 tons



The final group of 2-8-4's covered thirty engines noed 2760-2789 built in 1947 at Schenectady. The 2778, c/n 75191, works a train of coal tonnage near Danville, W.V. on the Coal River branch.

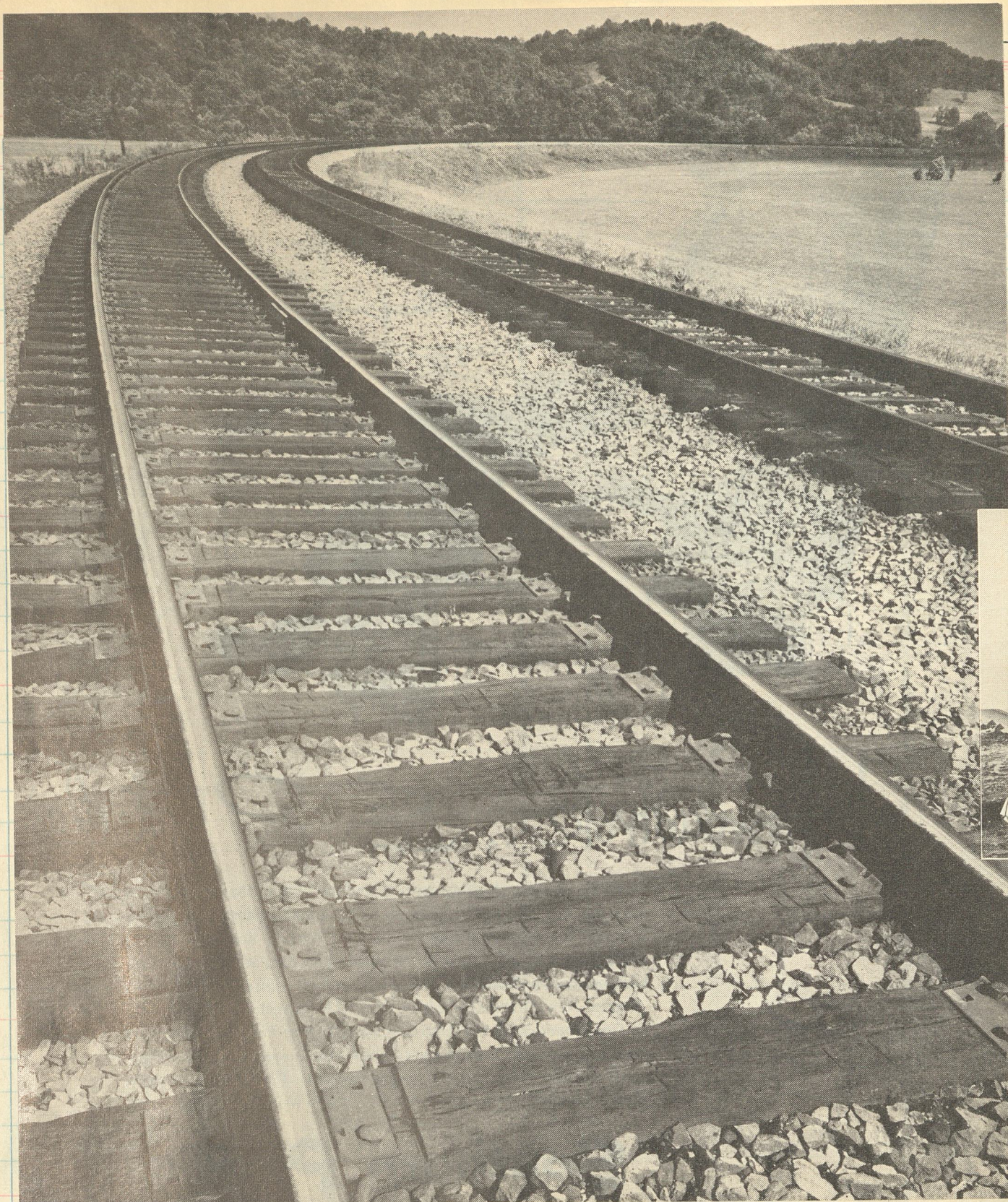


CHESAPEAKE & OHIO has joined the growing list of roads honoring their displaced steam power through preservation of selected engines. Recently C&O pulled F-11 4-6-0 No. 377 (Baldwin class of '02) off the rip track and shipped her at Huntington, W. Va. She greets a big sister.

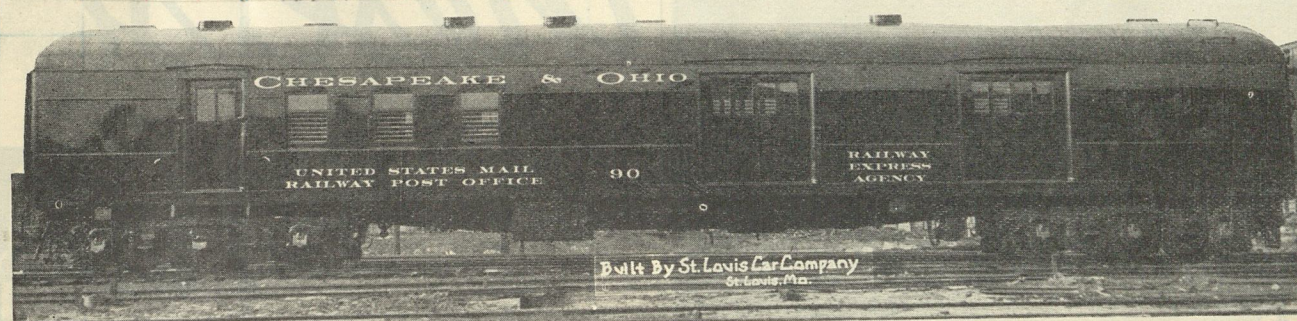
Clos. No.

Amount

Clos. No. Sold Amount

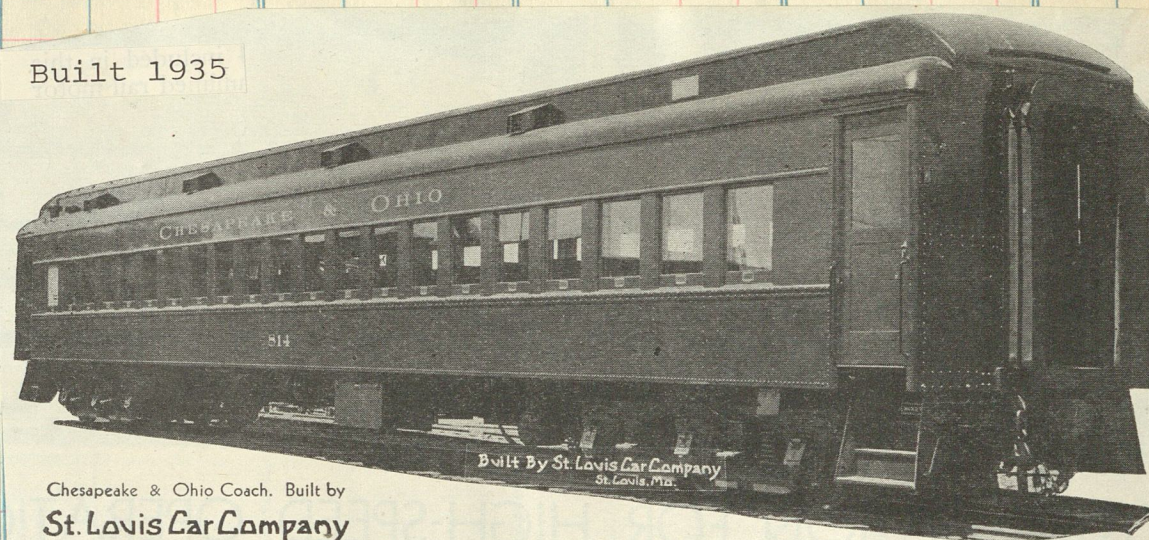


Chesapeake & Ohio Ry. Bridge over Ohio River between Cincinnati, Ohio and Covington, Ky.



One of a lot of baggage, mail and express cars recently built for the Chesapeake & Ohio Railroad by the St. Louis Car Company

Built 1935



Chesapeake & Ohio Coach. Built by St. Louis Car Company

Track maintenance is the foundation for a successful railroad operation.

124000-128999
Built 1935

Hopper Car Having a Capacity of 100,000 Lb. and a Light Weight of 40,100 Lb. Built for the Chesapeake & Ohio by the Pullman-Standard Car Manufacturing Company



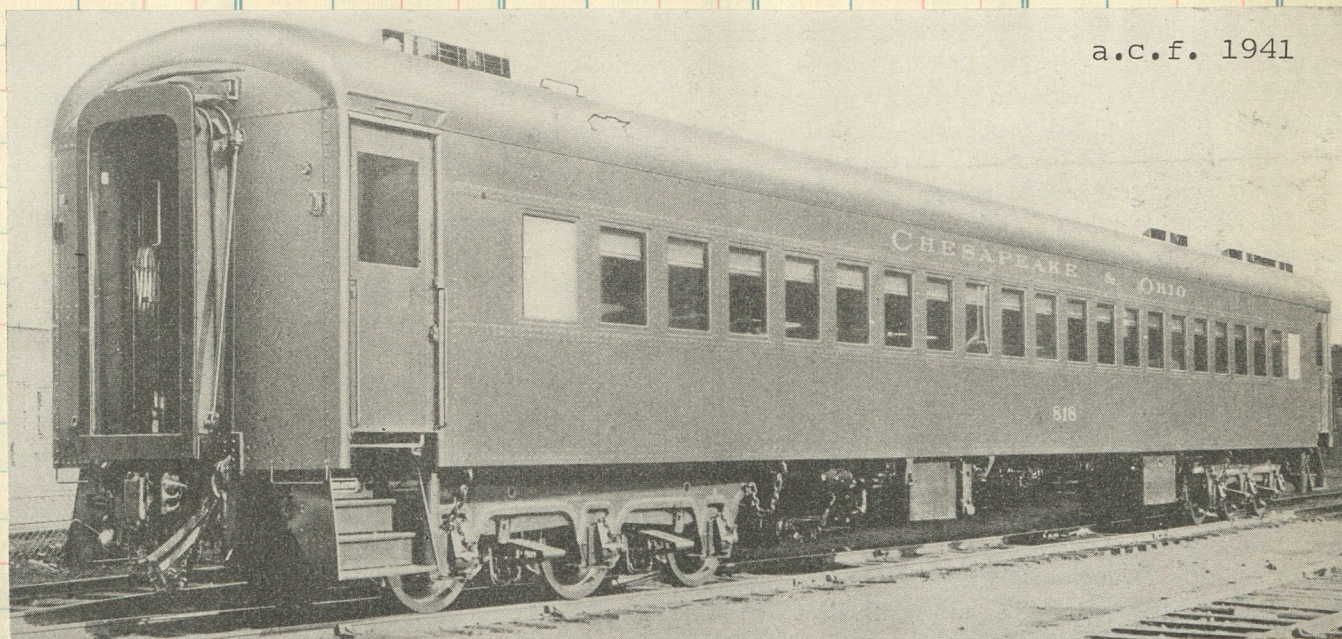
One of an Order of 700 Hopper Cars of 100,000 Lb. capacity, Built by the General American Transportation Corporation for the Chesapeake & Ohio

129000-135499
Built 1939

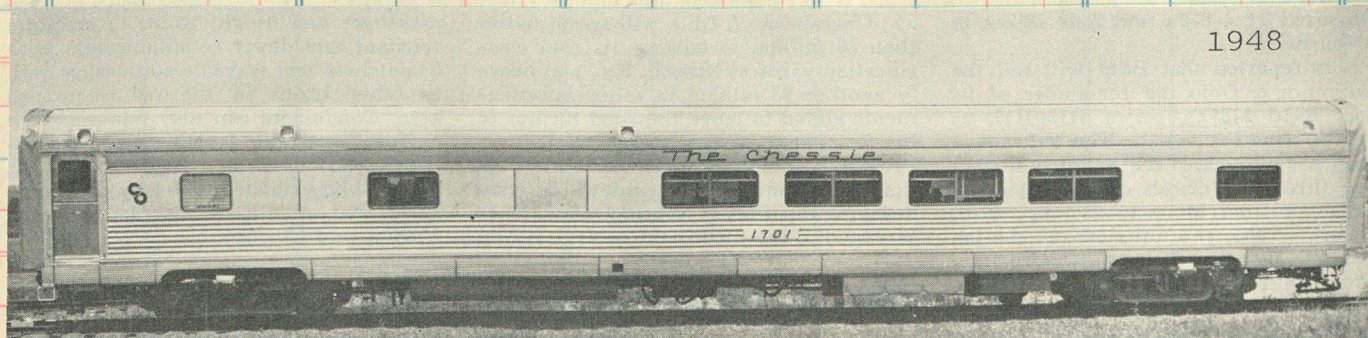


The C&O had in excess of 35,000 hopper cars of the 50 and 70 ton capacity in service in 1940

a.c.f. 1941



1948



C&O's new Budd-built "family coach" seats 28 and features a play room, children's theater, and a kitchen for preparing infants' formulas. Another innovation is the "diaper room," with a specially equipped table and a children's toilet. One end of the car is decorated with a large photo-mural, beneath which is a book case containing a lending library. A writing desk, clock, growing plants and individual speakers at each seat add to the comfort and homey atmosphere.

6

New

The first Mountain Type constructed for a U. S. road. In 1911 the C&O ordered two from Richmond noed 316 & 317, c/n's 49840-41. An additional engine received in 1912 noed 318. All renoed 130-132, then 540-542.

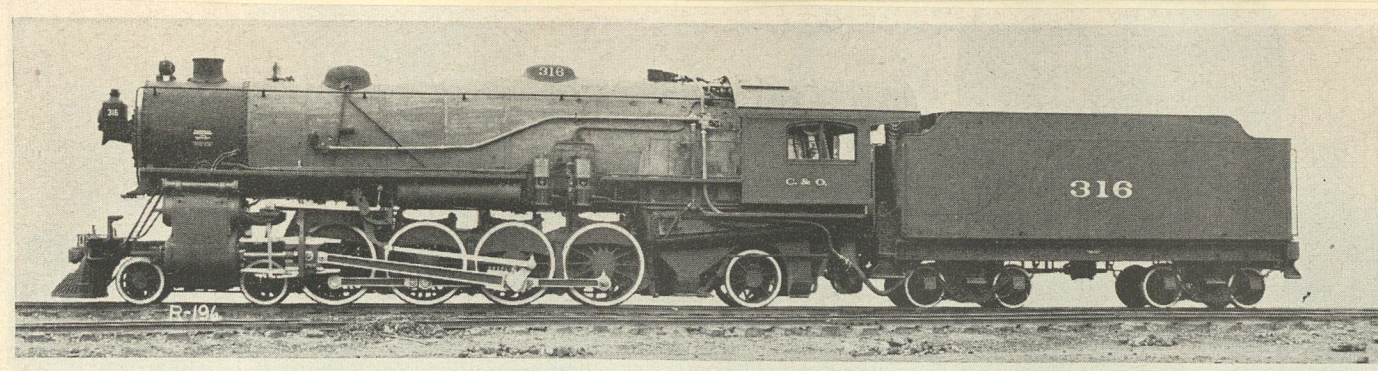


Fig. 92—Mountain Type (4-8-2) Locomotive for Passenger Service. Built for the Chesapeake & Ohio by the American Locomotive Company. Cylinders, 29 in. x 28 in. Steam Pressure, 180 lbs. Diameter of Drivers, 62 in. Tractive Effort, 58,000 lbs. Heating Surface—Tubes, 3,795 sq. ft.; Water Tubes, 27 sq. ft.; Firebox, 310 sq. ft.; Total, 4,132 sq. ft.; Superheater Surface, 845 sq. ft. Grate Area, 66.7 sq. ft. Rigid Wheel Base, 16 ft. 6 in. Total Engine Wheel Base, 37 ft. 5 in. Wt. on Drivers, 239,000 lbs. Total Wt. of Eng., 330,000 lbs. Fuel, Soft Coal.

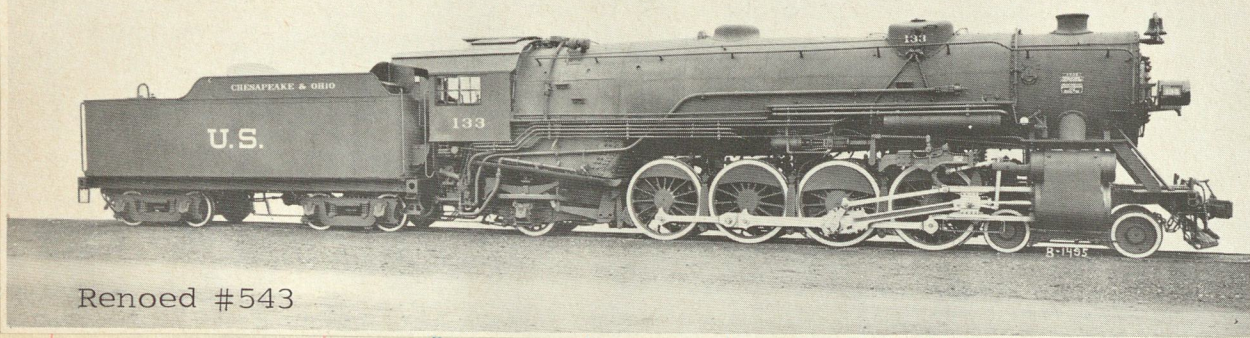
SALES AT

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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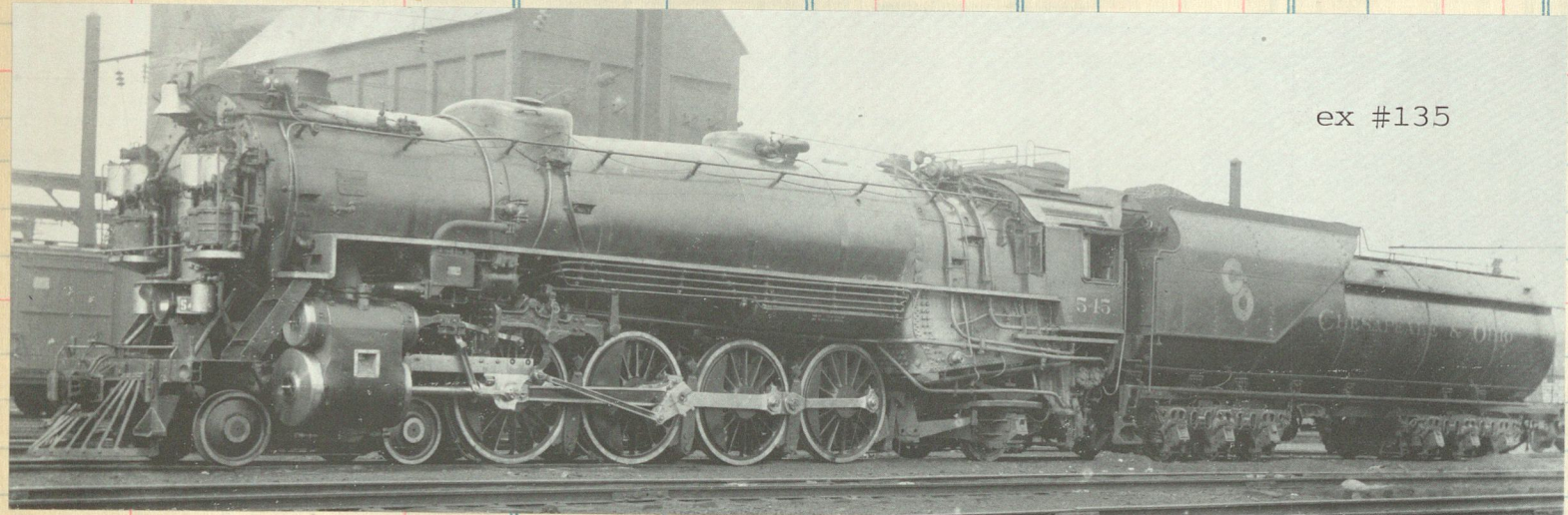
133-135

c/n 59810

Brooks 1918

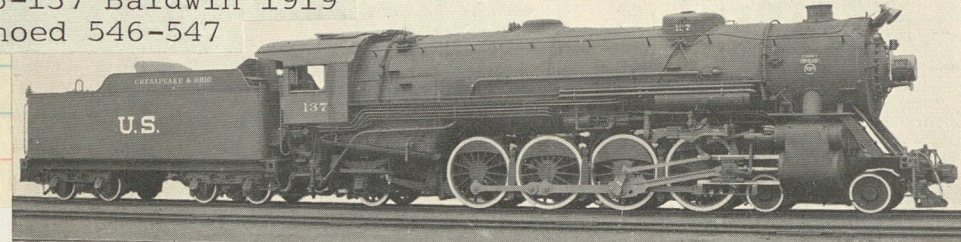


Renoed #543

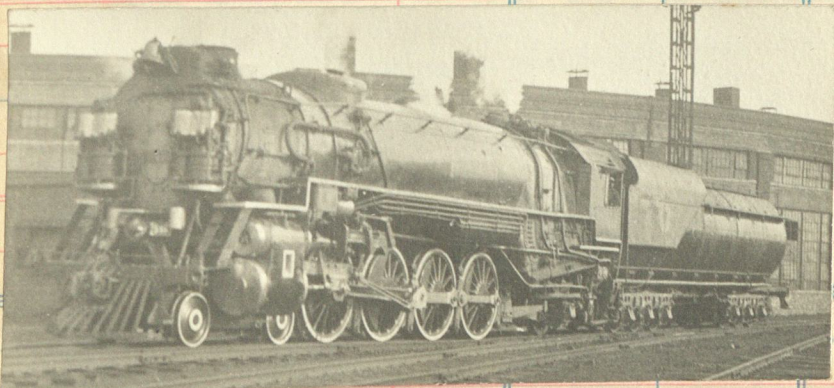
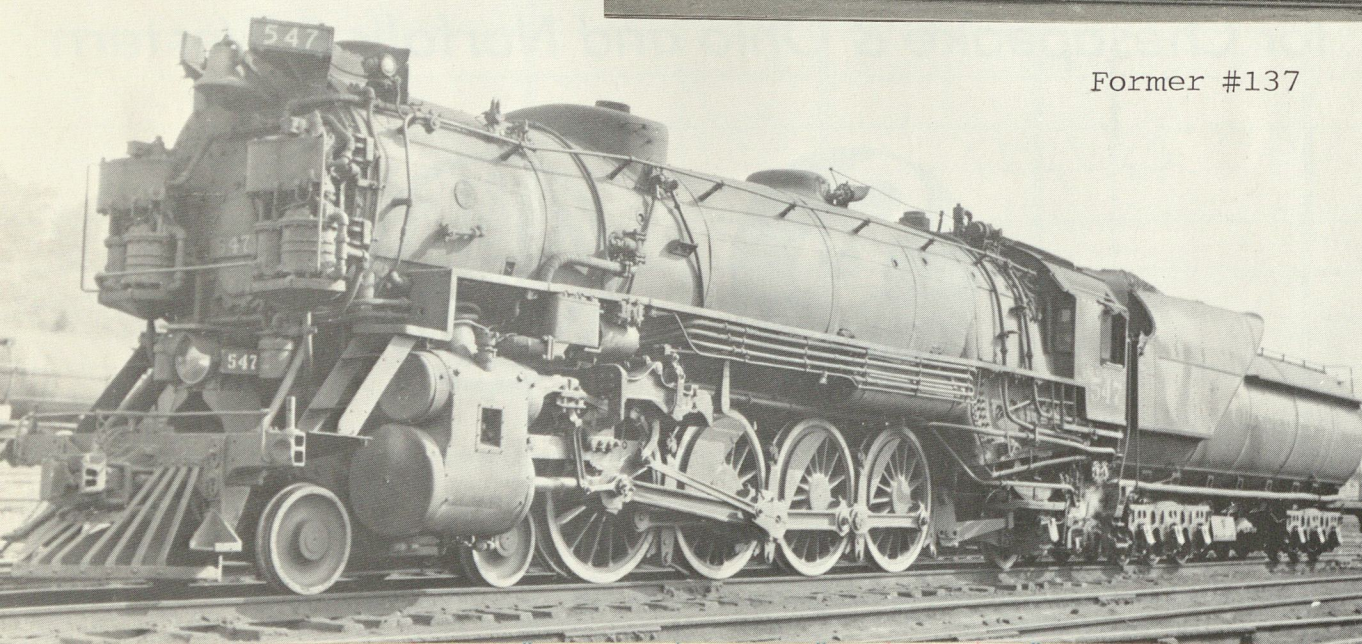


ex #135

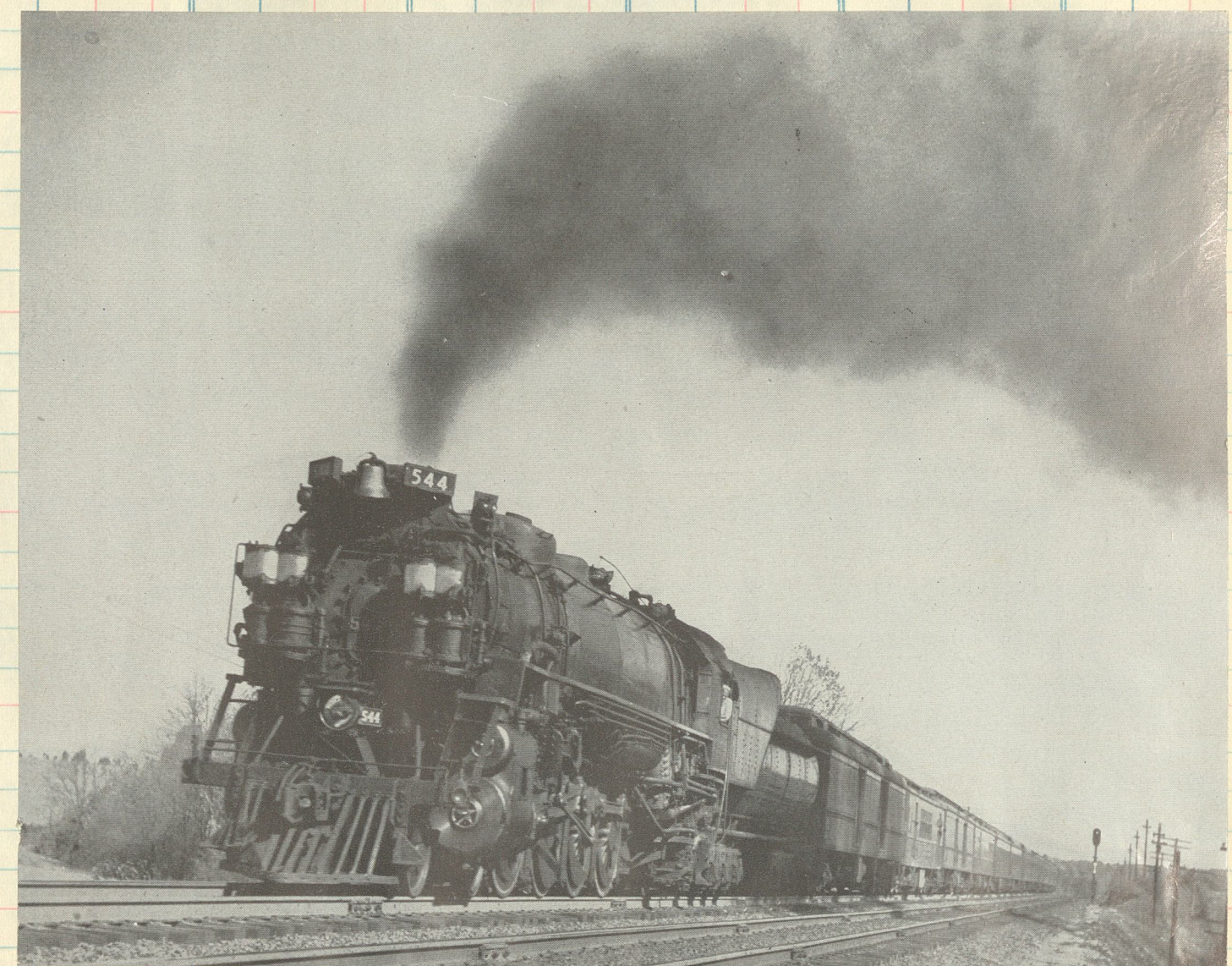
136-137 Baldwin 1919
Renoed 546-547



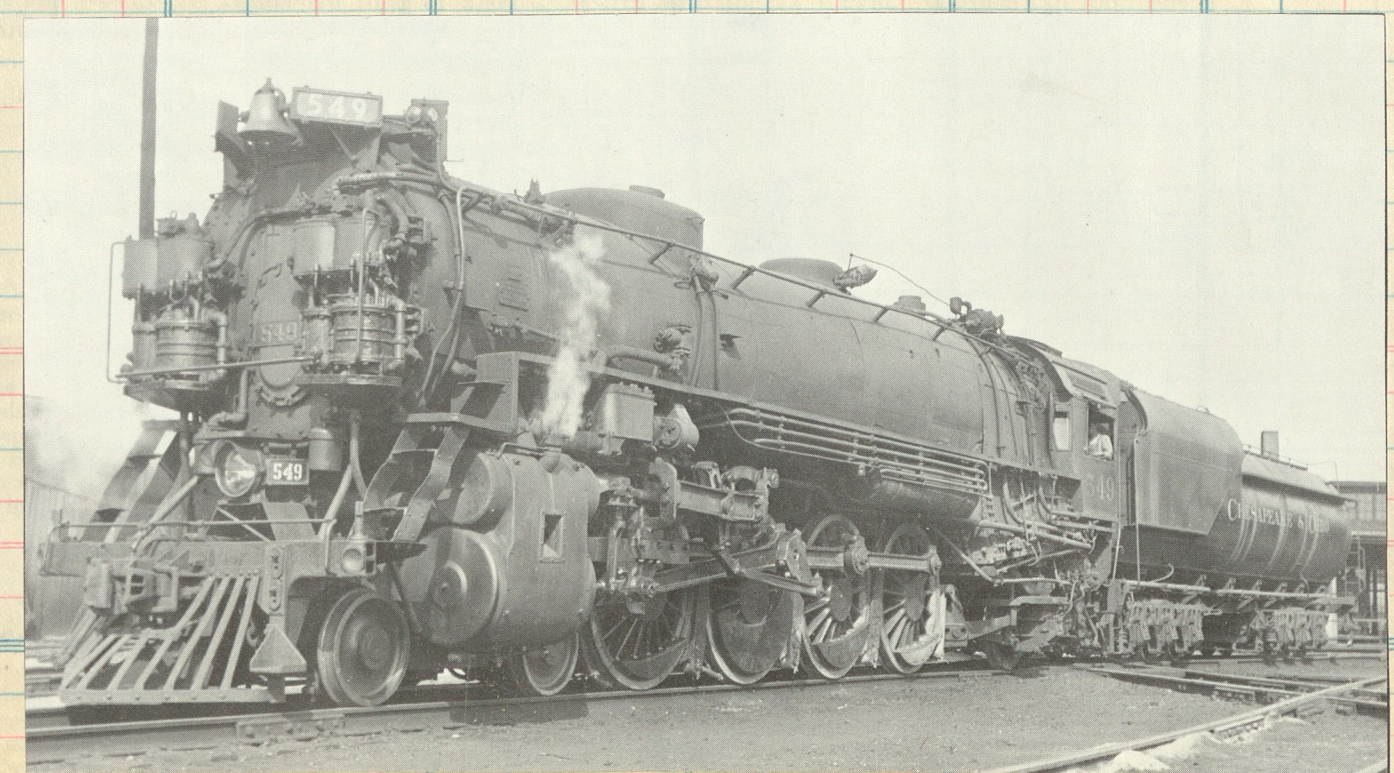
Former #137



#546 at the Ivy City engine terminal, W. D. C. December 1936
foto by C. C. Badger



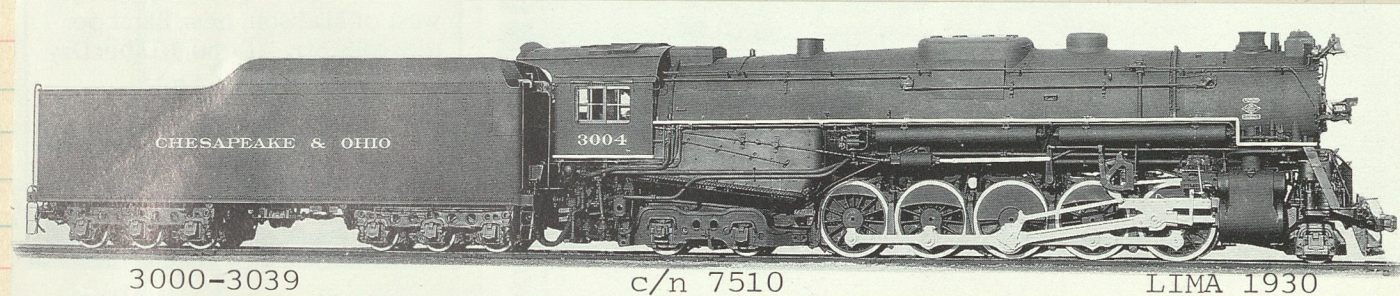
Outbound from Washington Trn #5 whips along over Southern rails.



The final 4-8-2's for the C&O was two delivered by Richmond in 1923 noed 138-139. #549, ex #139, had c/n 64217.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold
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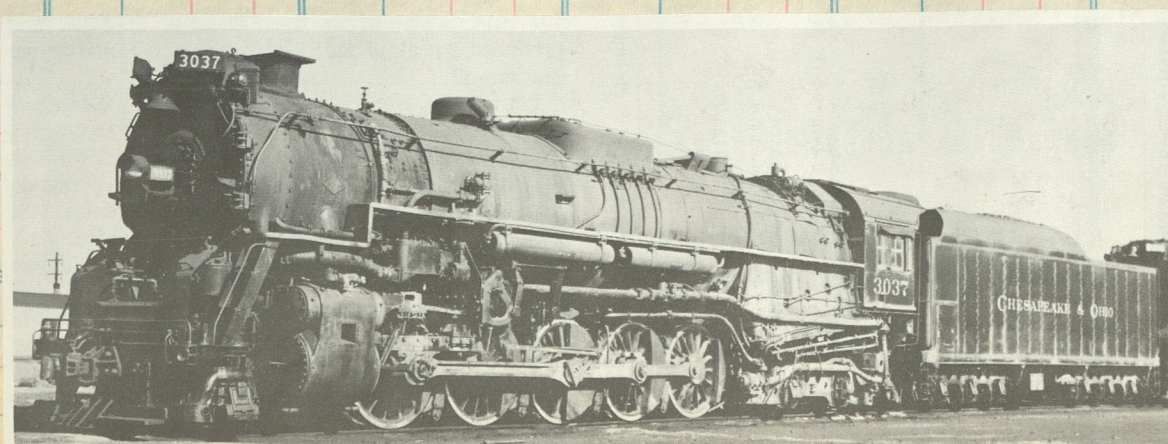
Int	Clos. No.	Sold	Amount
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CHESAPEAKE & OHIO COAL TRAIN

CHESAPEAKE & OHIO RY.

Many times every twenty-four hours a solid coal train, each one totaling 160 loaded cars averaging 13,500 tons, leaves the Chesapeake & Ohio's stupendous classification yards at Russell, Kentucky for Columbus and Toledo, Ohio. At the latter point, coal is loaded into lake vessels from the magnificent Presque Isle coal loading terminal for delivery by water to northern ports. The Russell, Kentucky Yard is the largest coal classification yard in the United States and boasts two gravity hump yards, car retarders, track scales and extensive engine terminals and shops for repairing coal cars. This engine No. 3032 2-10-4 Type is one of 40 built by the Lima Locomotive Works in 1930 that are used in a pool assigned only to this service. They handle the train right through from Russell to Toledo, a distance of 243 miles. They are given assistance when hauling this heavy tonnage for 21 miles after leaving Russell to N. J. Cabin, Ky. where the Ohio River is crossed on a magnificent bridge to South Portsmouth, Ohio by a 2-8-8-2 Type Class H-7A locomotive pusher at the rear end. This is one of the greatest operations performed by any railroad or locomotive in the United States.



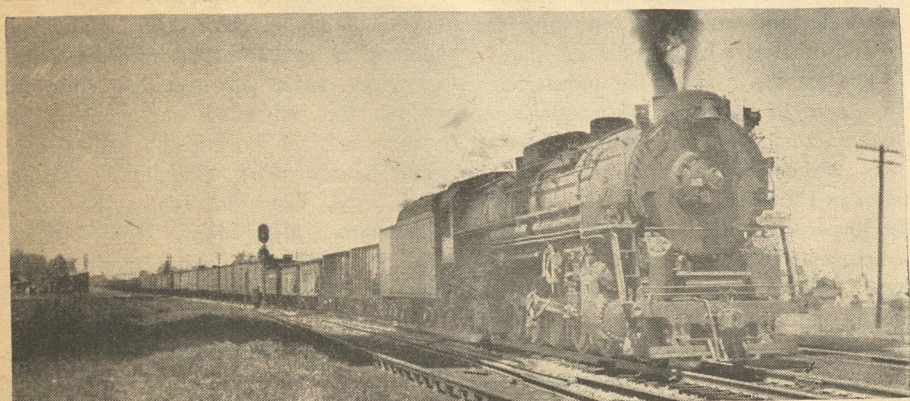
TEST RUN

This Chesapeake and Ohio Super 2-10-4, No. 3003, the world's most powerful two-cylinder simple-type locomotive, is shown about to cross the Erie diamond at Marion, Ohio, bound for Russell, Kentucky, hauling a test-train of 210 cars.

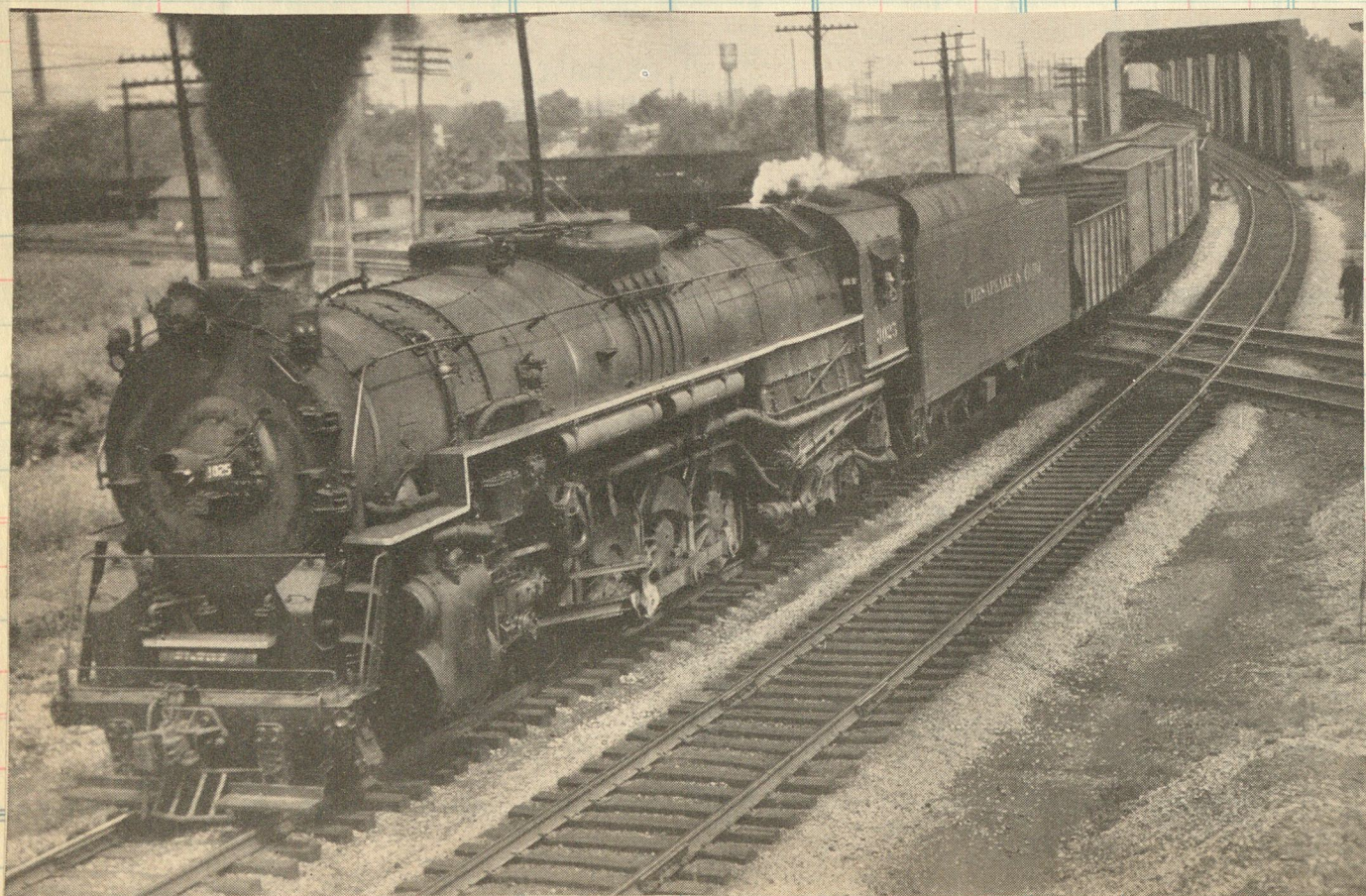
All photographs by Railroad Photographs



Working thru Fostoria with 170 loads of coal!



CHESAPEAKE & OHIO'S ENGINE 3031 HAS UPHILL JOB

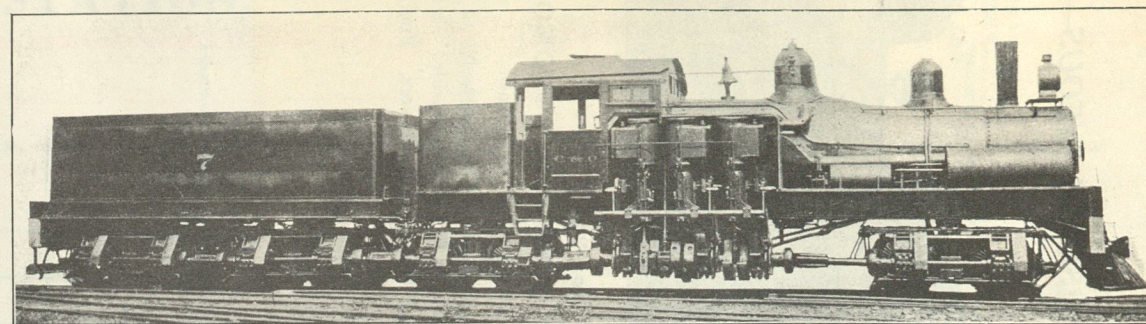


The 3025 roars out of Toledo with 6,000 tons for Russell

Clos. No.	Sold	Amount	Clos.
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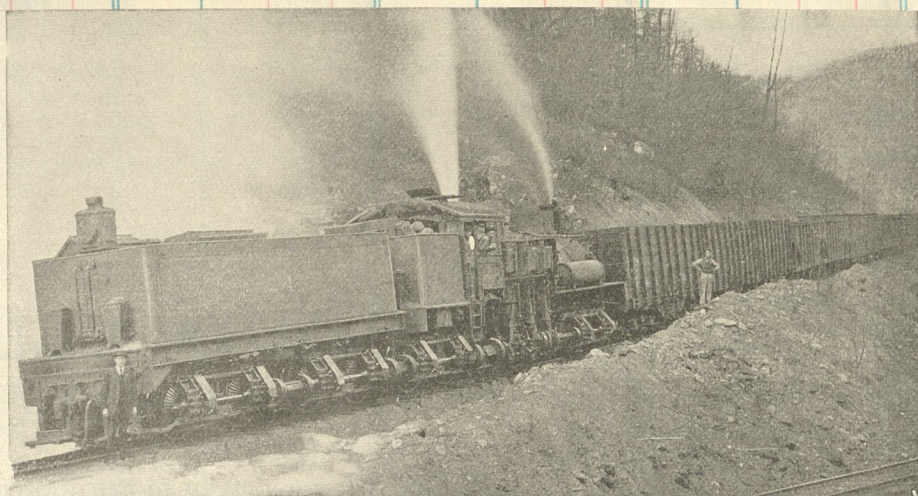


Built by LIMA 1906 c/n 1586. Sold to the West Virginia
Pulp & Paper Co. in 1923



c/n785

Fig. 131. Sixteen-Wheel Shay Geared Locomotive. Built by the Lima Locomotive & Machine Co. for the Chesapeake & Ohio. Cylinders 3 Vertical 17 in. x 18 in., Working Steam Pressure 200 lbs. per sq. in., Heating Surface 2,332 sq. ft., Diameter of Drivers 46 in., Weight on Drivers 330,600 lbs., Total Weight 330,600 lbs.

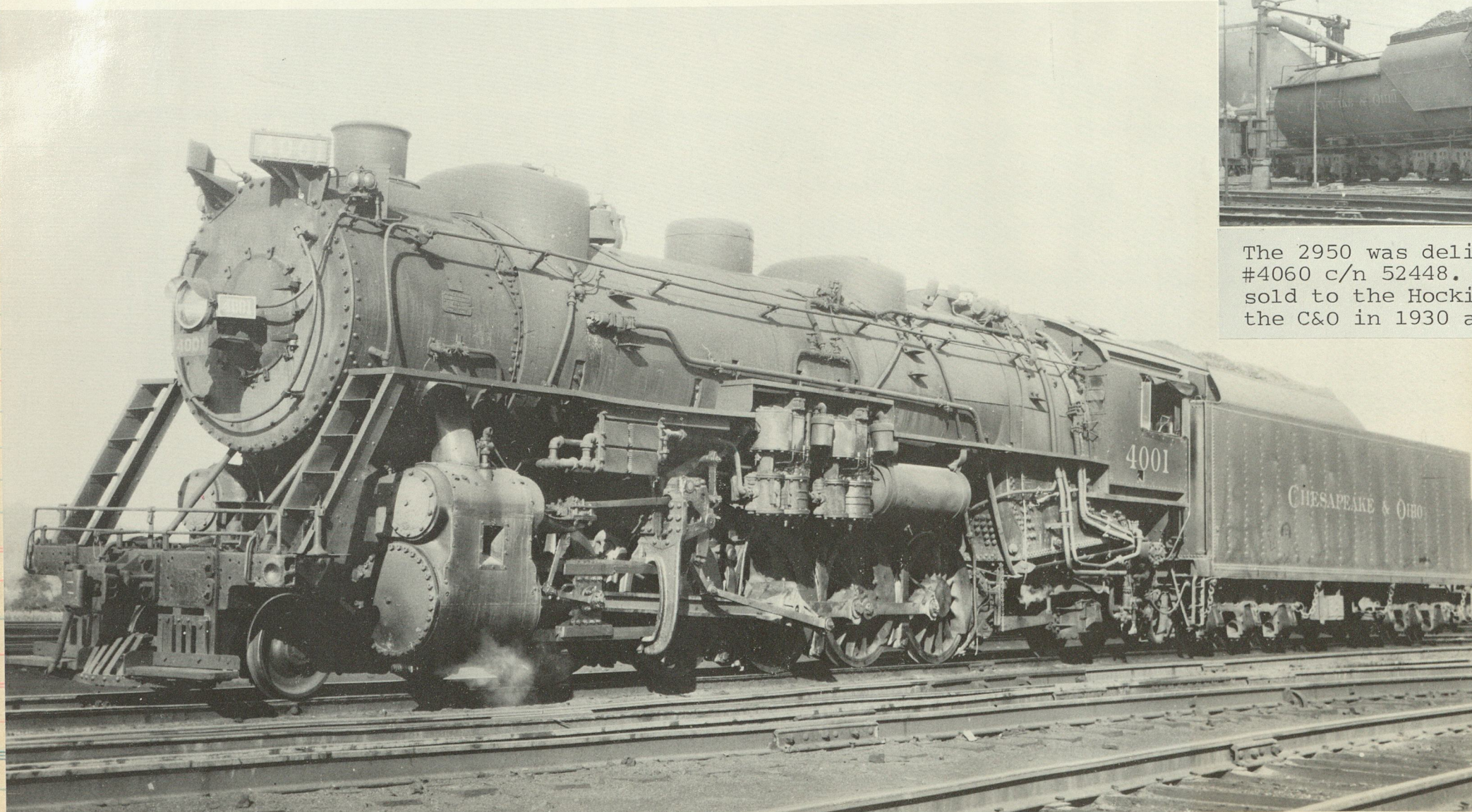


Switch Back,
Loop Creek
Branch, Chesapeake & Ohio
Railway.

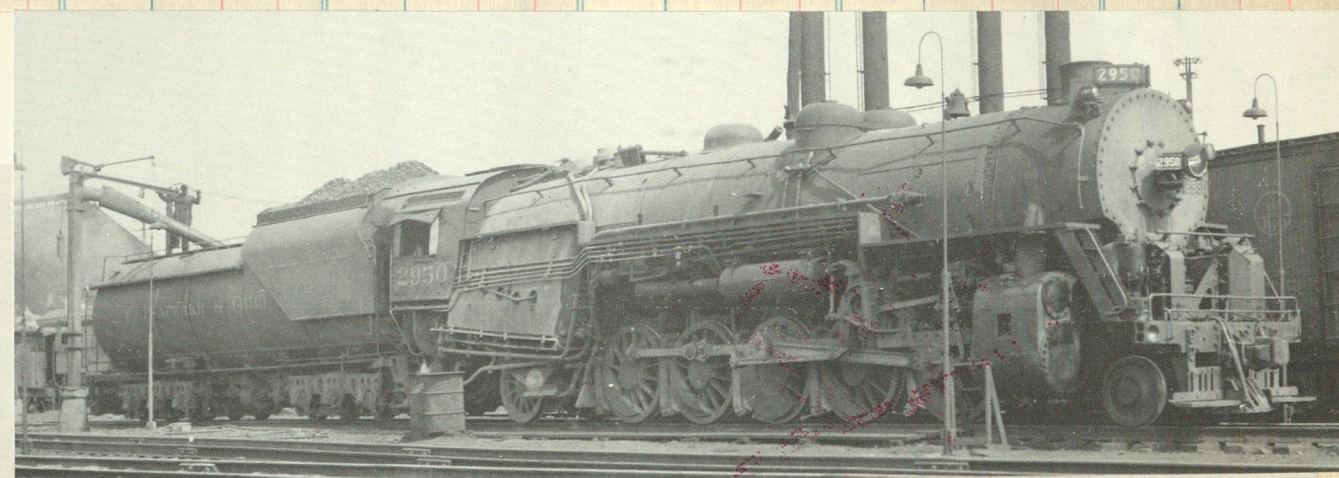
150-ton Shay
pushing train
up 4½% grade

#4 built by LIMA 1906 c/n 1718

A PAIR OF BOOMERS



This 2-10-2 was built for the Wabash, #2509, by Brooks 1917 c/n 57561. Sold to the C&EI #4001 then C&O



The 2950 was delivered to the Lehigh Valley by Baldwin in 1919 as #4060 c/n 52448. Considered as "lemons" by the L.V., sixteen was sold to the Hocking Valley in 1920 noed 130-145. Ten came over to the C&O in 1930 and noed 2950-2959.

Sold	Amount	Clos. No.	Sold	Amount
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No. 3-23-43—THE F. V. F.
Air-Conditioned.

Lounge Sleeping Car—
Washington to Cincinnati. Radio and Buffet. (8-Sec., 1 D.-R.) (Open 10 00 p.m.)

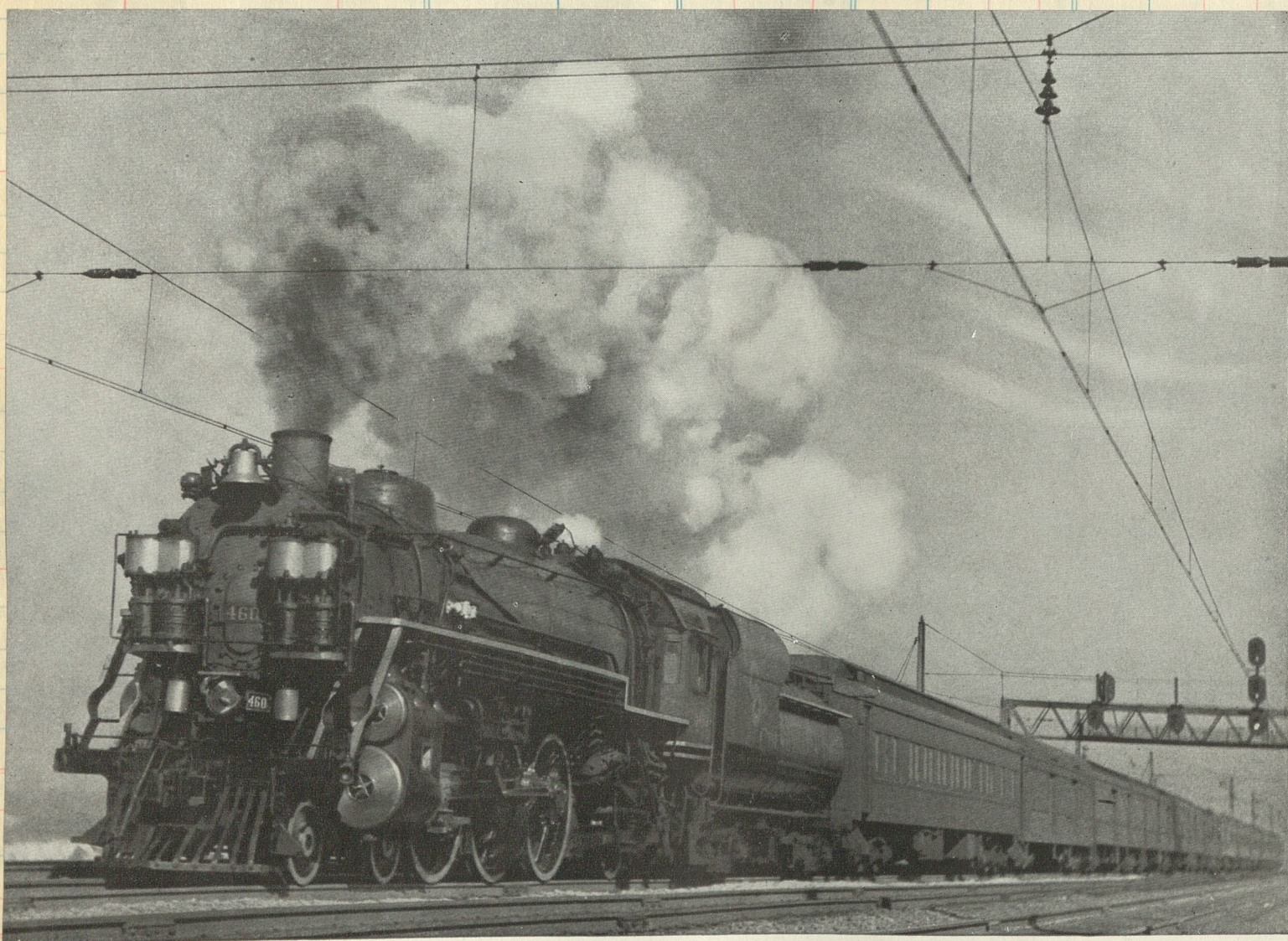
Sleeping Cars—
New York to White Sulphur Springs (1-D.-R., 3-D.-B.R., 2-Compt., 6-Sec.). (Penn. R.R. to Washington.) (Occupied until 8 a.m.)
New York to Hot Springs (1-D.-R., 3-D.-B.R., 2-Compt. 6-Sec.). (Penn. R.R. to Washington.)
New York to Cincinnati (10-Sec. 1-D.-R. 2-Double Bedrooms). (Penn. R.R. to Washington.)
Washington to Louisville (12-Sec., 1-D.-R.). (Open 10 00 p.m.)
Washington to Cincinnati (8-Sec., 1-D.-R., 2-Compt.). (Open 10 00 p.m.)
Richmond to Huntington (12-Sec., 1-D.-R.). (Open 9 30 p.m.)

Pullman Chair Lounge Car—
Ashland to Louisville.

Dining Cars—
Serving all meals

Imperial Salon Cars—
Individual seats for passengers not desiring Pullman accommodations;
Old Point Comfort to Charlottesville. Washington to Cincinnati;
Ashland to Louisville. No seat charge.

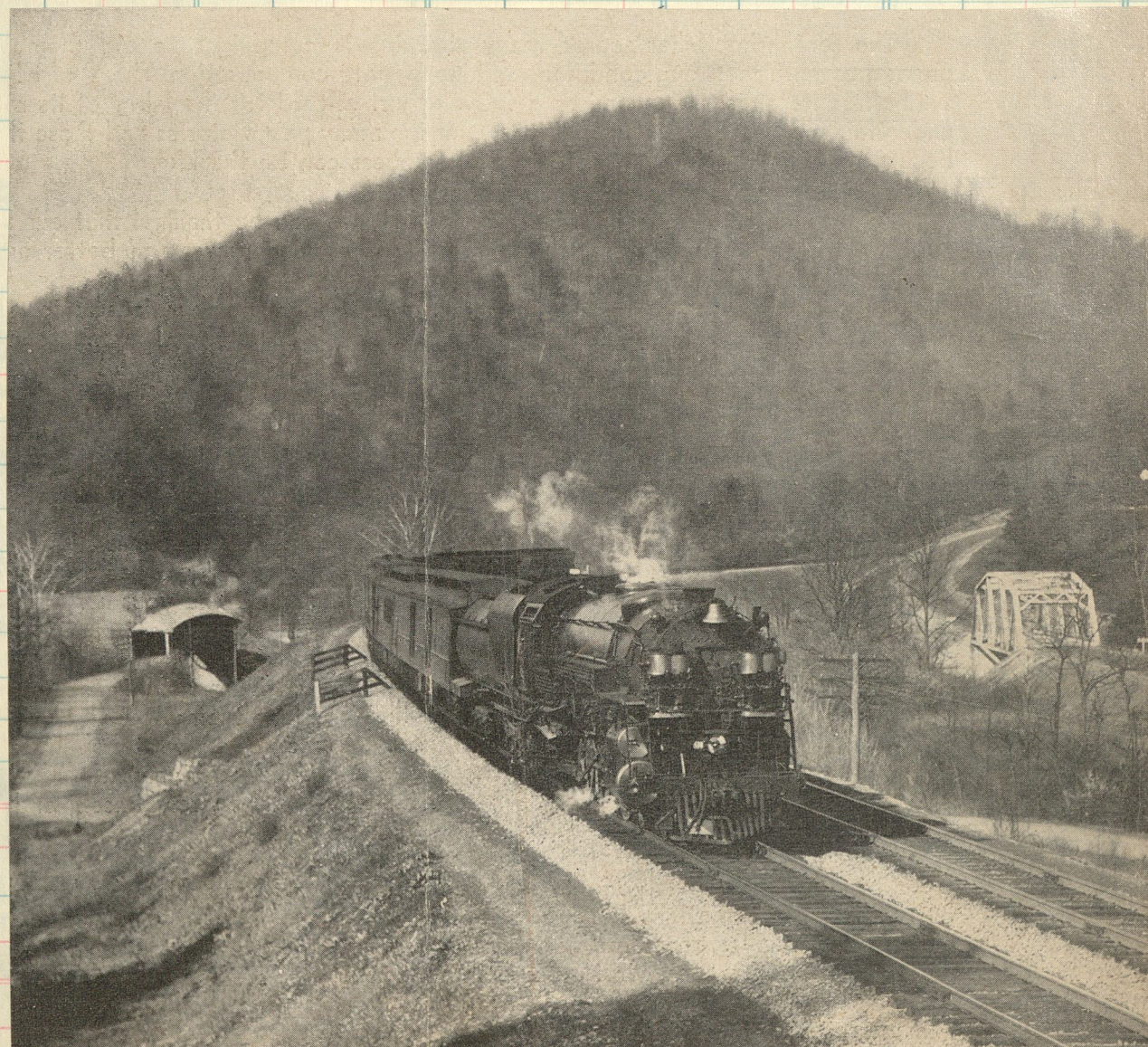
Drifting into Maysville, Ky.



Lucius Beebe

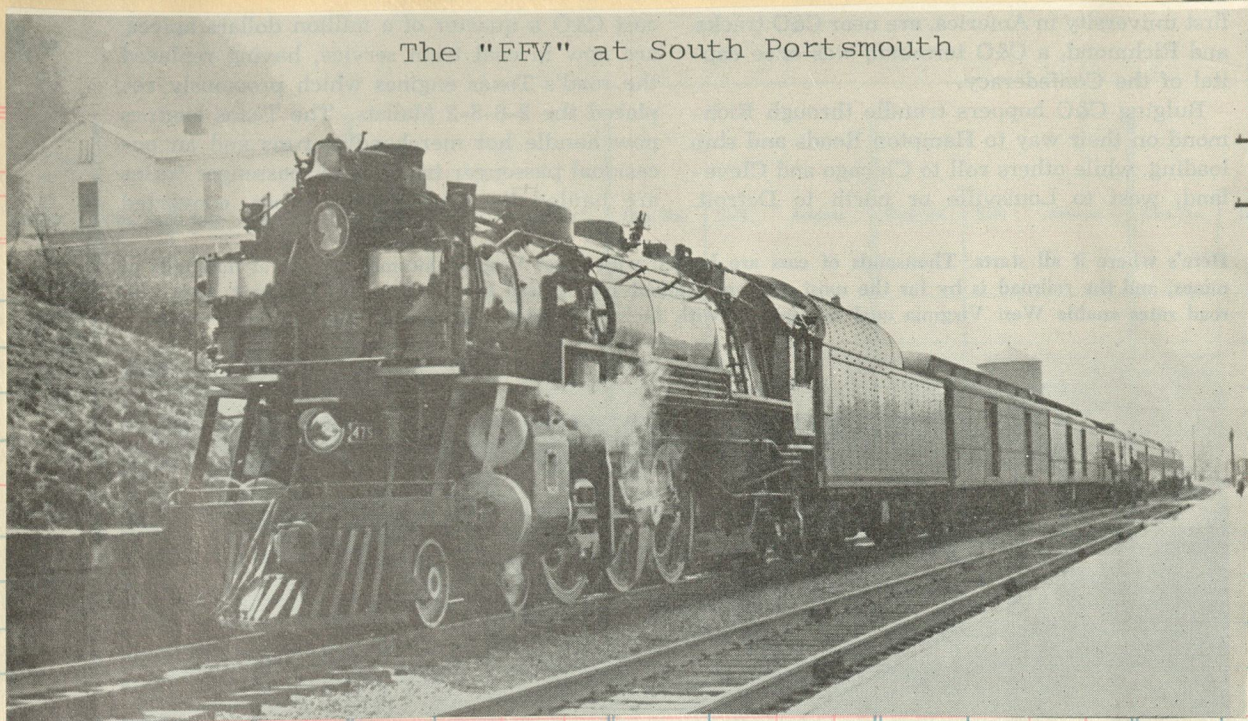
DE LUXE ON THE CHESAPEAKE AND OHIO

The Chesapeake and Ohio's Train No. 5-47, the Sportsman, heads into Alexandria, Virginia, behind one of the road's gleaming Super-Pacifics on the Cincinnati-Chicago run. The Sportsman is a solid steel, air-conditioned varnish train, a companion to the George Washington and the Fast Flying Virginian, and in this photograph, taken just south of the long bridge over the Potomac, it comprises twelve cars and a locomotive equipped with a Super-Vanderbilt tender.



"In the Blue Ridge Mountains of Virginia"

The "FFV" at South Portsmouth

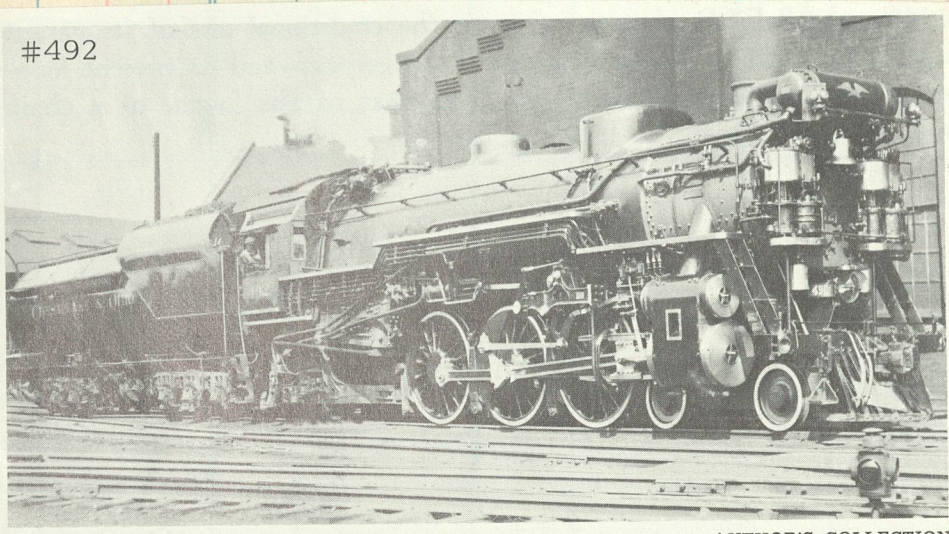


Clos. No. Sold

Sold Amount

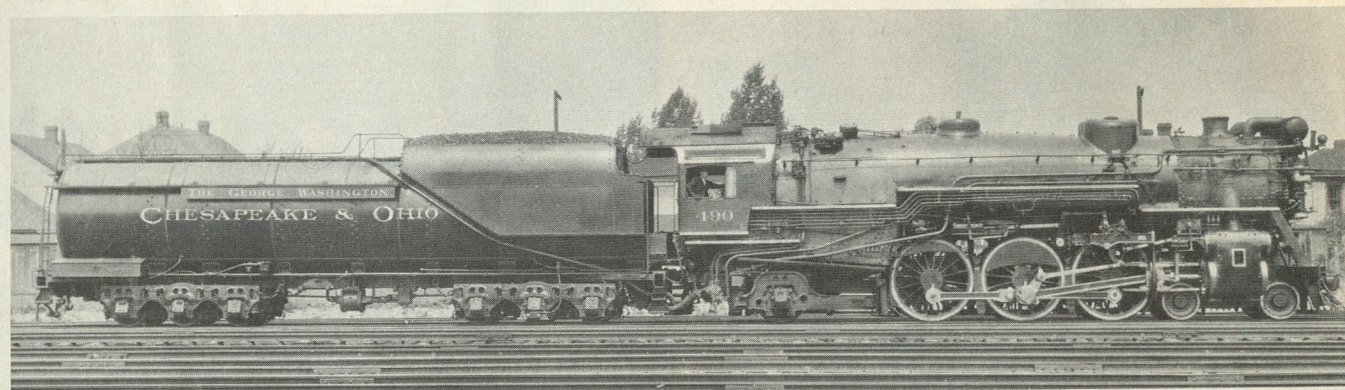
Clos. No. Sold Amount

#492



Author's Collection

The C. & O. had trackage rights over the Southern from Alexandria to Orange, 76.5 miles. This is Trn #1, the George Washington, a few miles south of Alexandria.

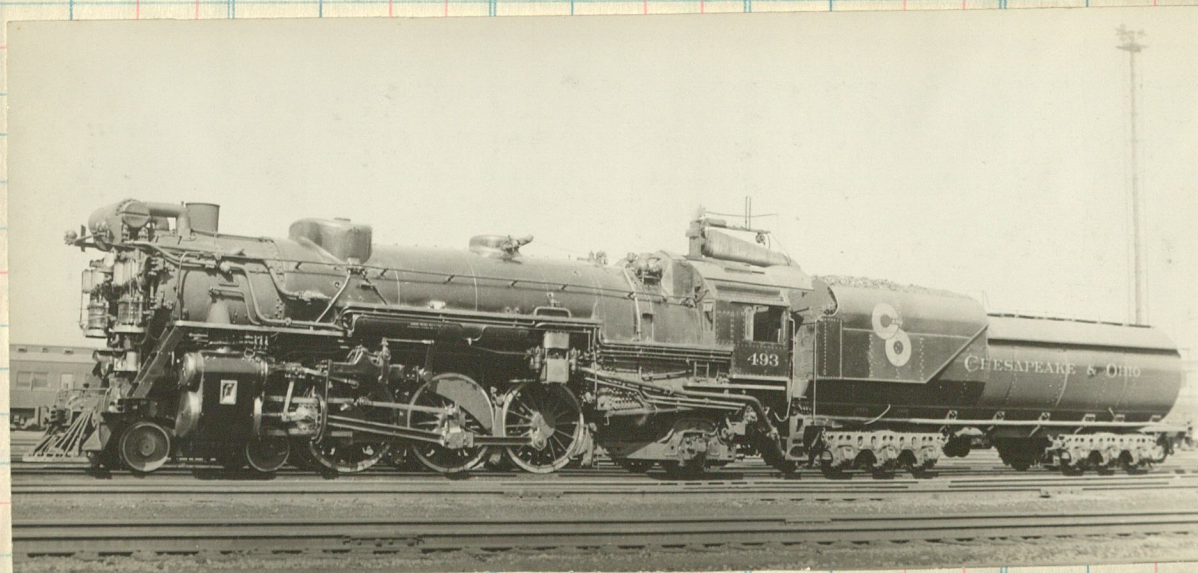


Collection of Albert M. Rich.

CHESSIE'S signature engine, F-19 490—she should have been allowed to enter Valhalla in pristine condition.



A special movement leaving Columbus for W. D. C.



Ed May took this shot of the 493 at Ivy City, W.D.C.



Leaning into the curve, the 470 departs Alexandria with the Sportsman.



Pacific #462 racing into Williamsburg with Trn #47 on 4/27/50

MCK foto

SELLER
DATE
FORM

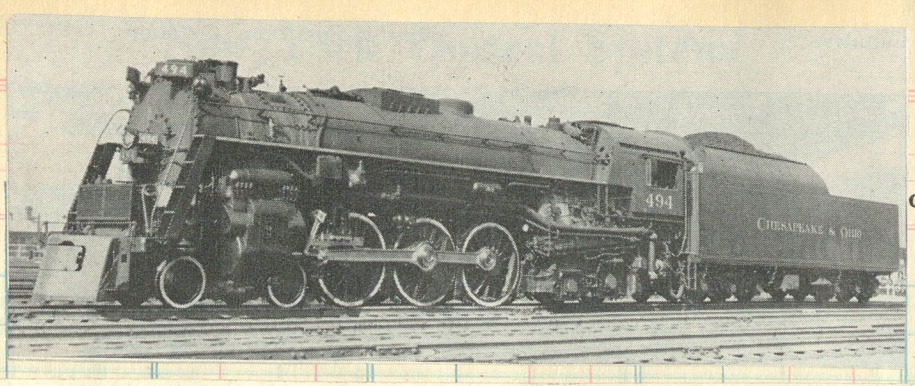
DESTINATION

Amt.

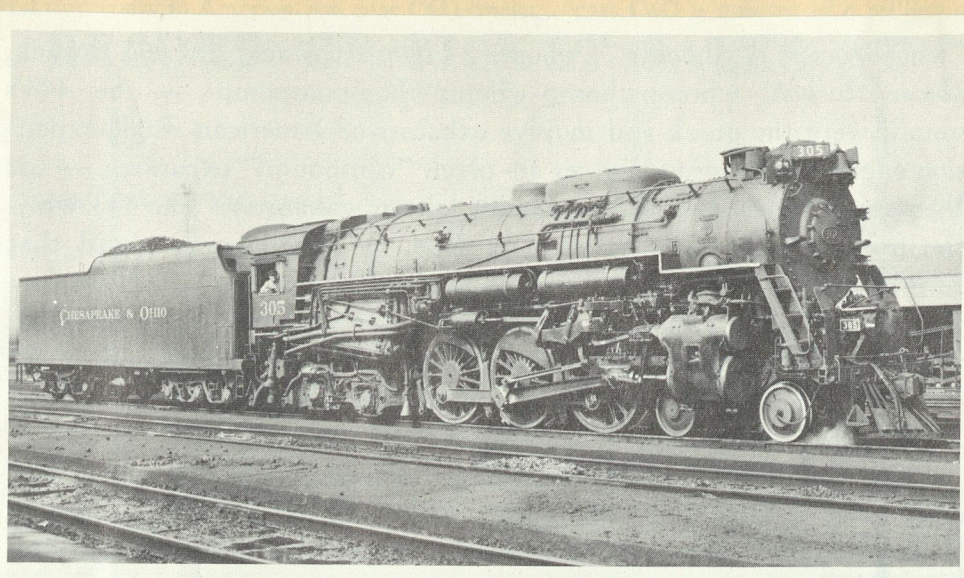
Com. No.

Clos. No. Sold

Sold Amount Clos. No. Sold Amount

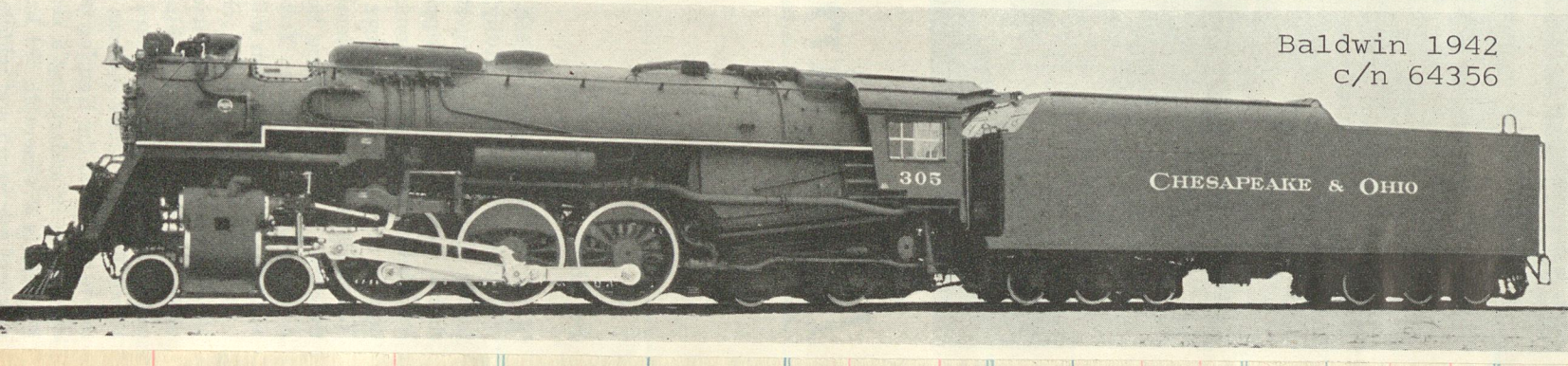


The five Pacifics, 490-494, after they had been rebuilt in 1946 at the Huntington Shops as 4-6-4's.

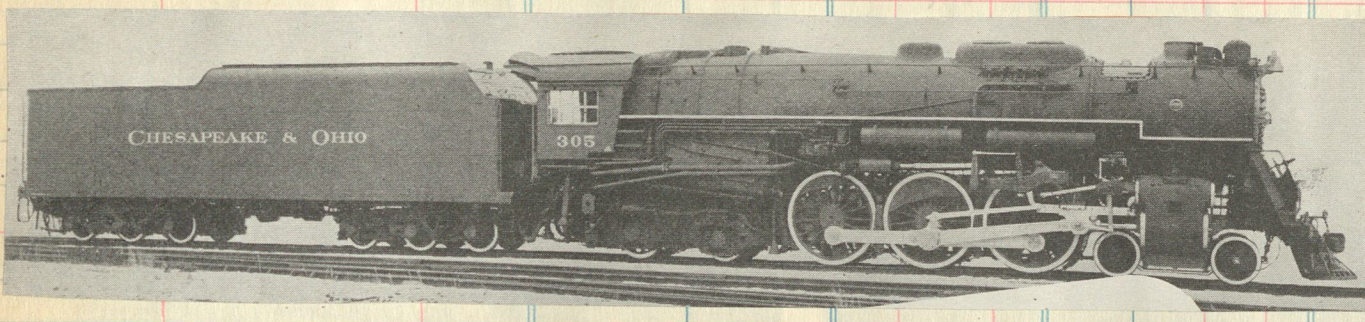


FROM C. W. WITBECK; AUTHOR'S COLLECTION

THE HUDSON TYPE *BIEN FAIT* — Intimations of what might have been the locomotives of the 1960's are given in this view of 4-6-4 type 305 — compact, extremely heavy, utilitarian and possessed of a multitude of efficiency devices.

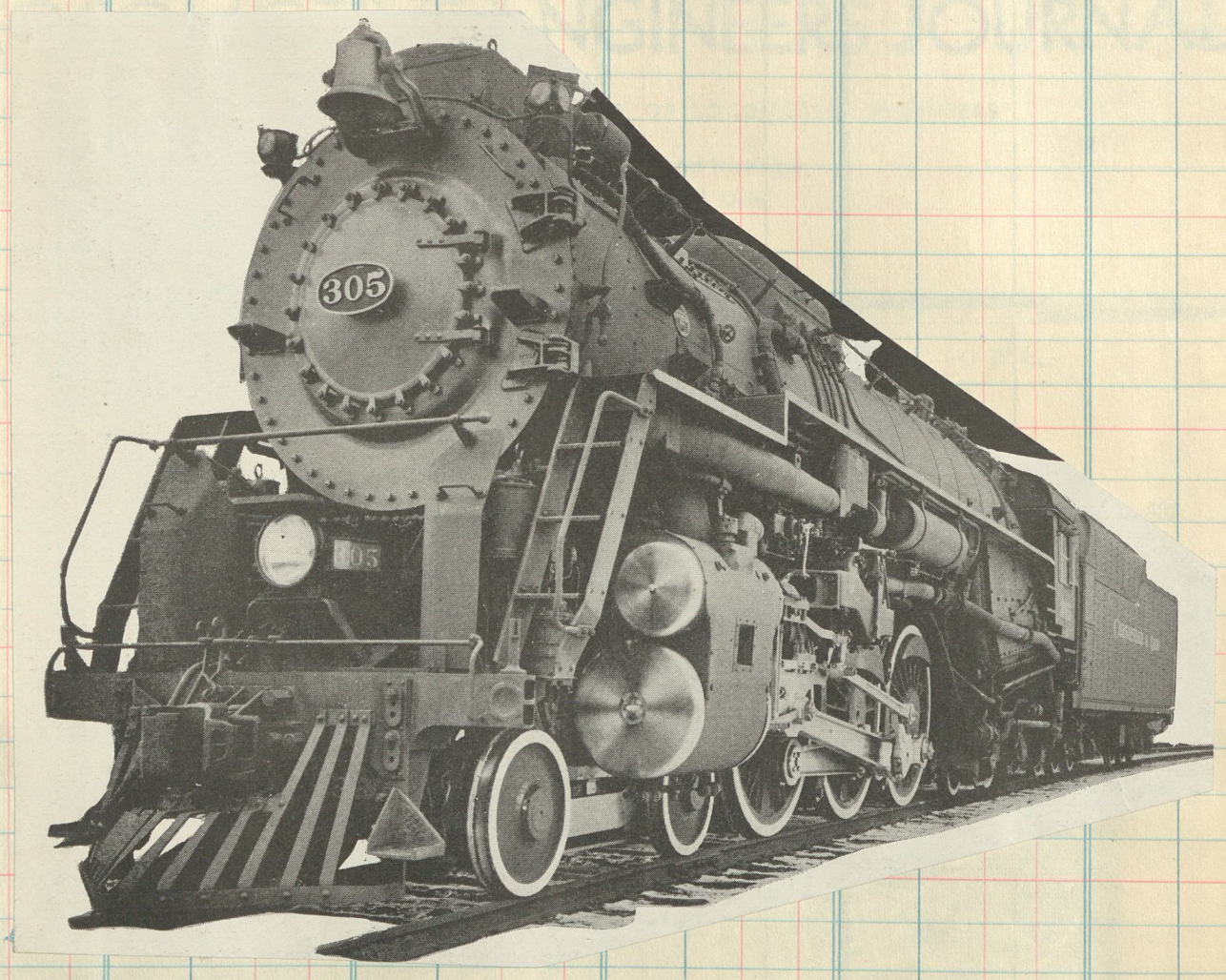
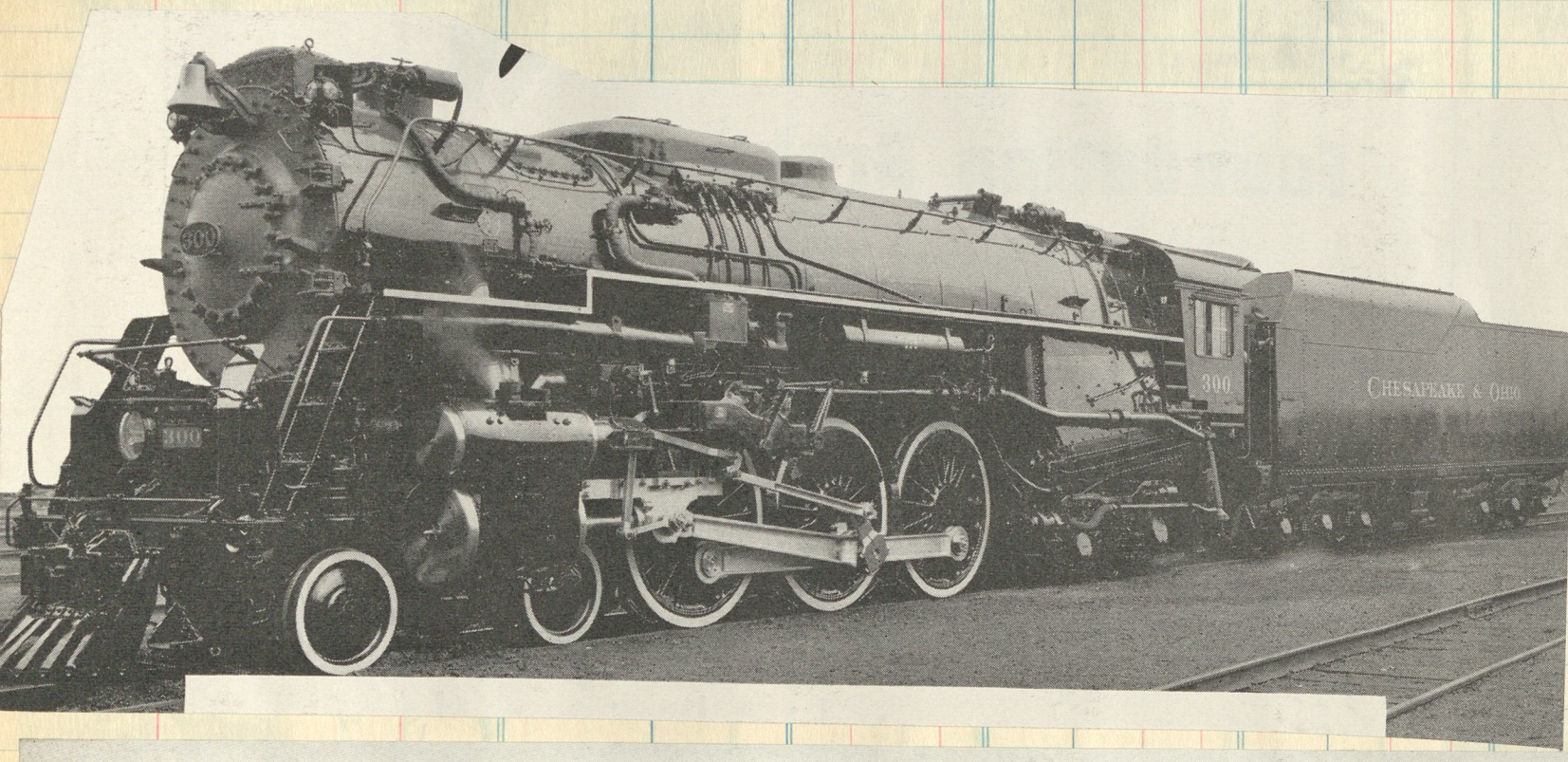
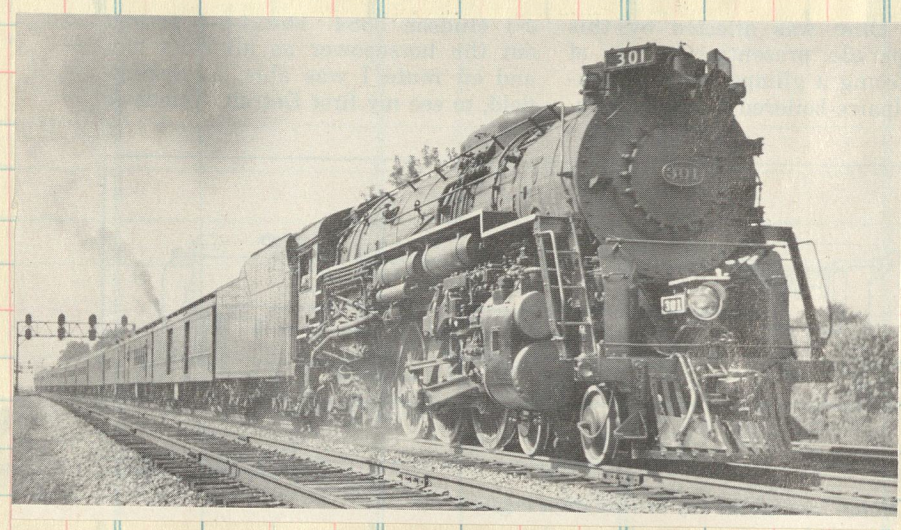


Baldwin 1942
c/n 64356

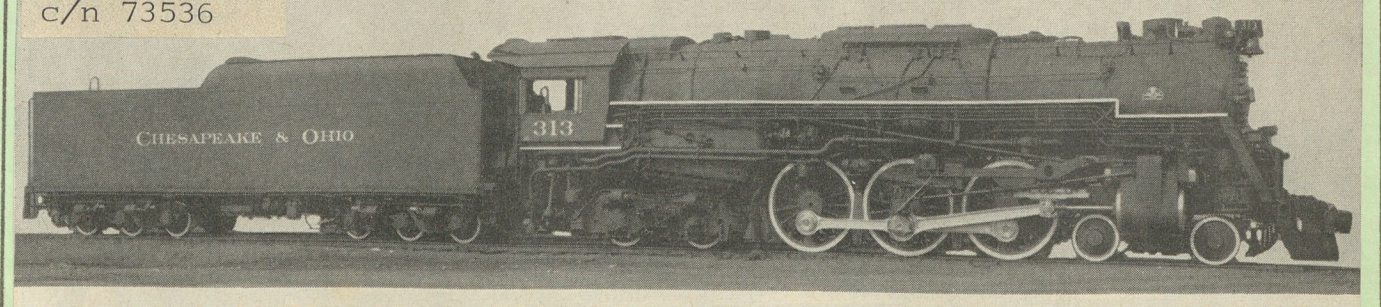


Specifications, 4-6-4 class L-2:

Road numbers	300-307
Tractive force	52,000 lbs.
Cylinders, diameter and stroke	25" x 30"
Drivers, diameter	78"
Weight on drivers	217,500 lbs.
Weight on front truck	93,500 lbs.
Weight on trailing truck	128,500 lbs.
Total weight of engine	439,500 lbs.
Total weight of engine and tender	832,500 lbs.
Steam pressure	255 lbs.
Grate area	90 sq. ft.
Heating surface (evaporative)	4233 sq. ft.
Tender capacity	Coal, 30 tons; water, 21,000 gals.

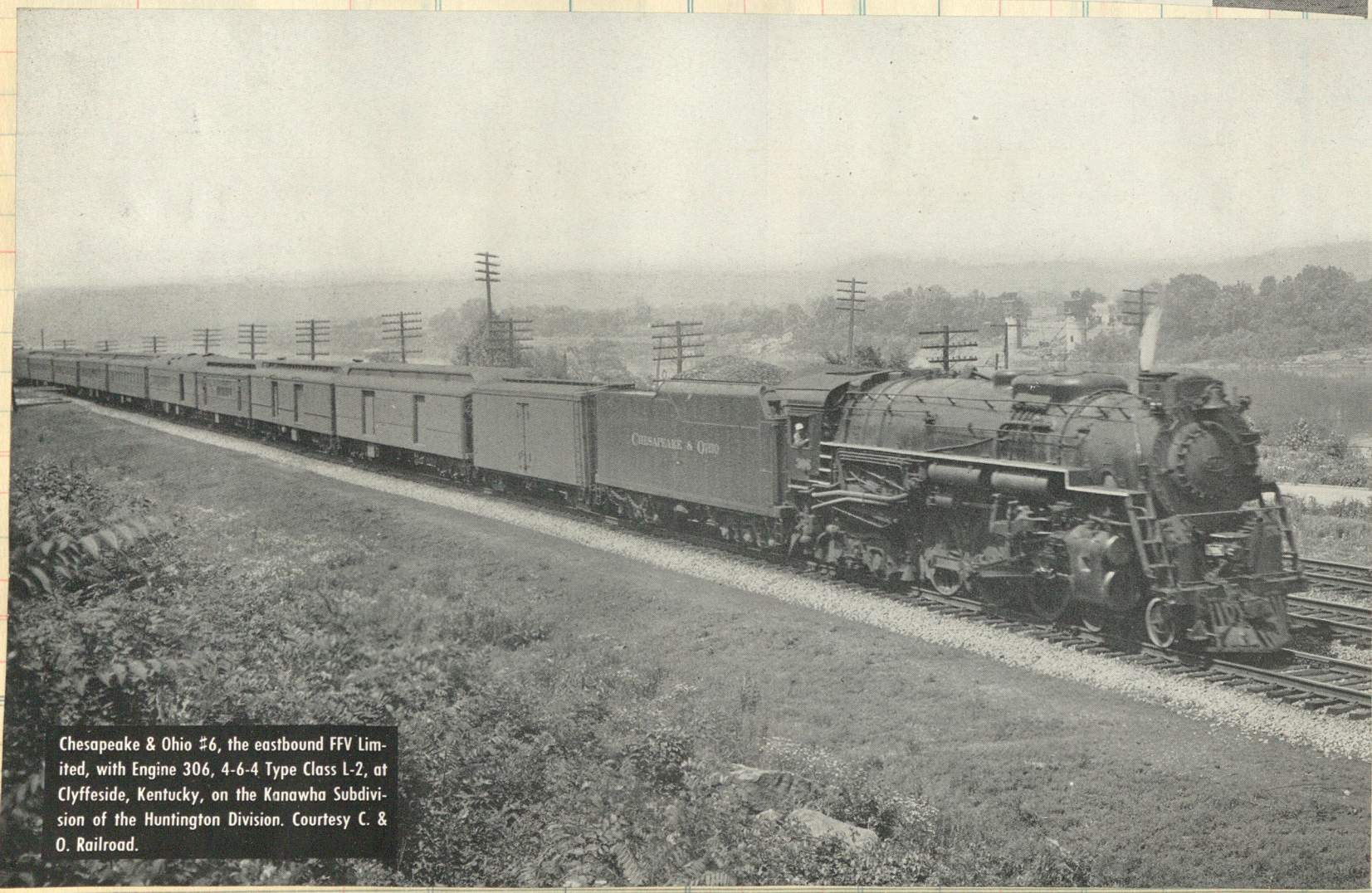


Baldwin 1948
c/n 73536

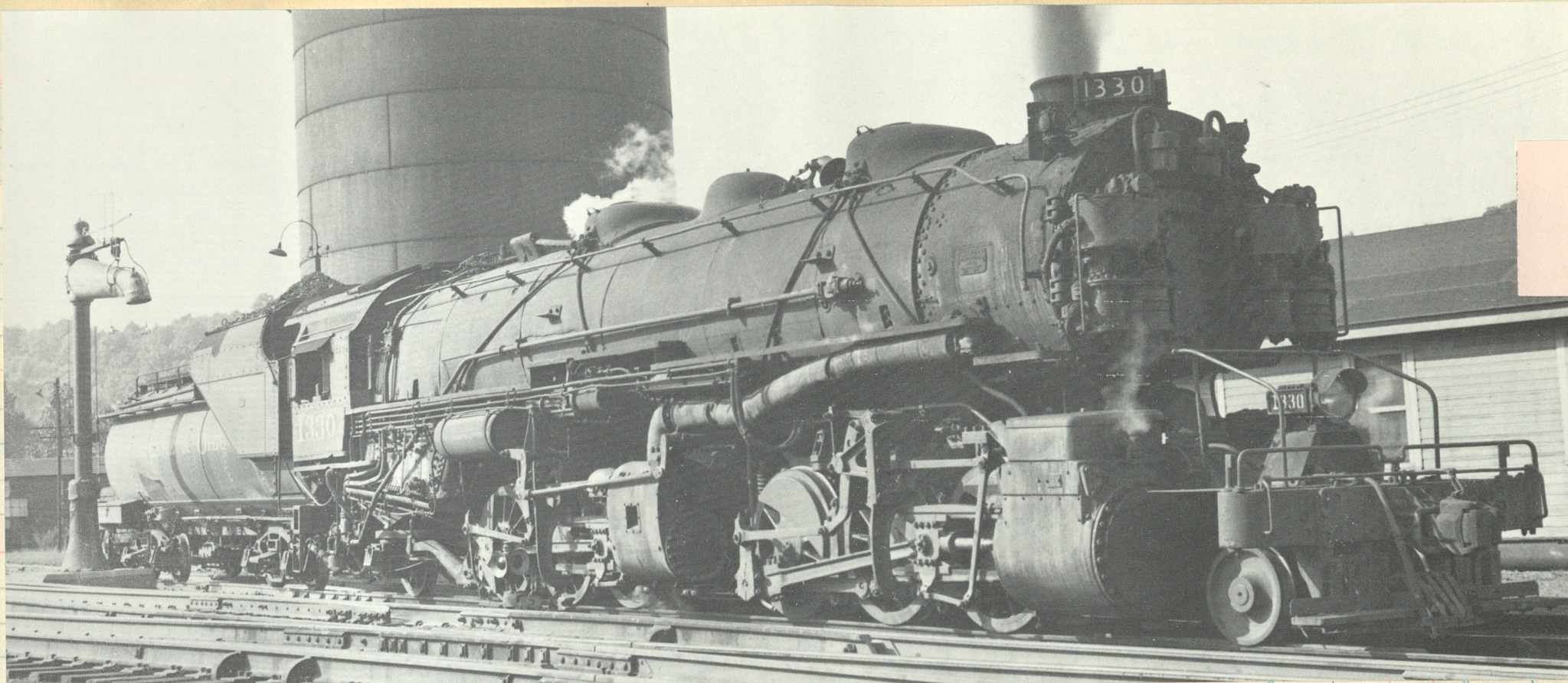


Chesapeake & Ohio 4-6-4 Type Locomotive, Class L-2, Road Nos. 310-314. Tender Class 21-RJ. Equipped with Franklin Poppet Valves. Built by The Baldwin Locomotive Works.

The last passenger engines built for the C. & O. and the final Hudson (4-6-4) type constructed for a U. S. road.



Chesapeake & Ohio #6, the eastbound FFV Limited, with Engine 306, 4-6-4 Type Class L-2, at Clyffeside, Kentucky, on the Kanawha Subdivision of the Huntington Division. Courtesy C. & O. Railroad.

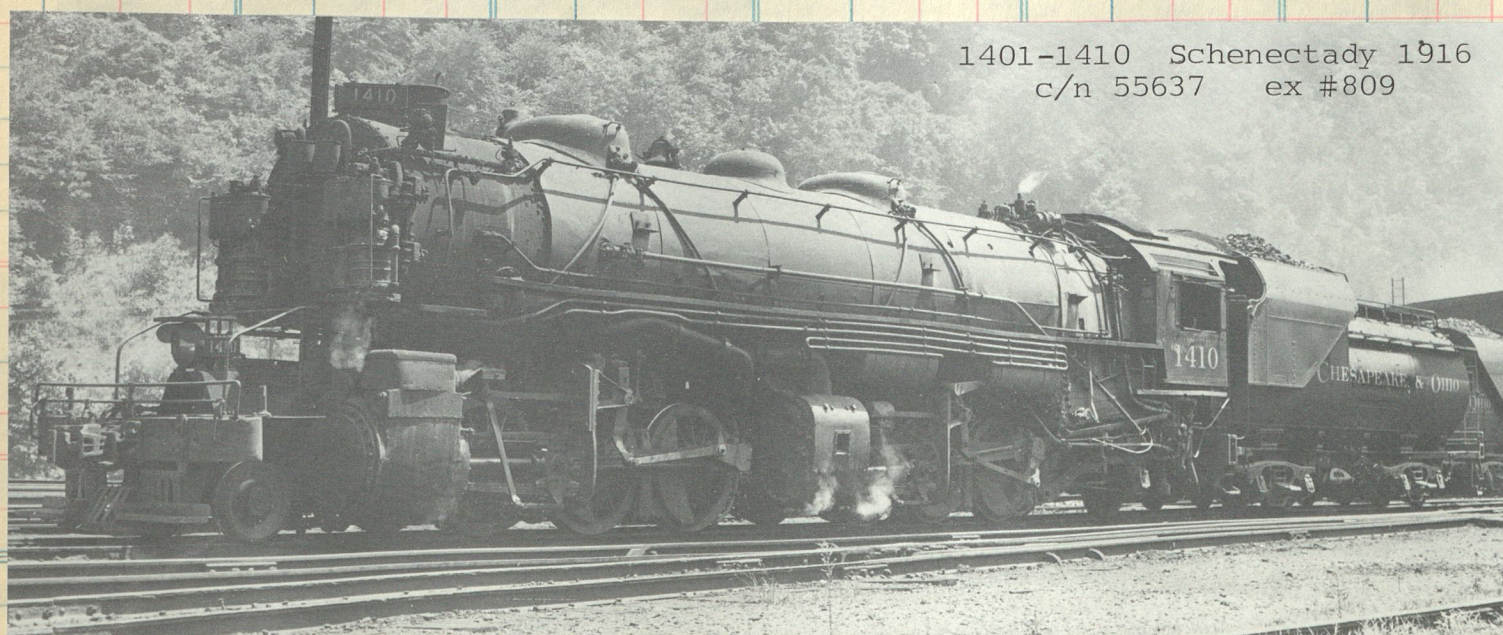


1326-1350
Richmond 1912
c/n 51297
org #729

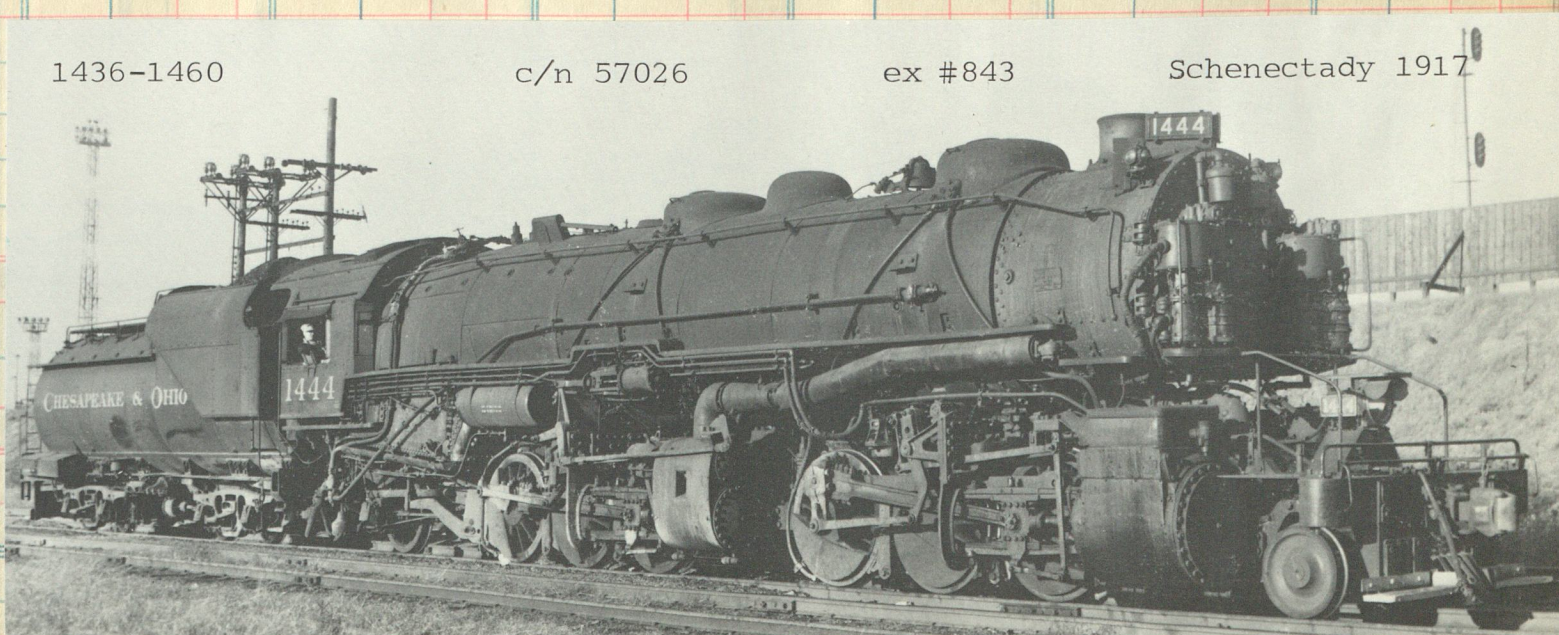
From its inception, and for forty years, the basic design of the 2-6-6-2 remained unchanged.
Hundreds were built to serve on over a dozen roads in the United States.



Thunder in the Valley! The 1362 (1351-1362 Richmond 1913 c/n 53818) coats the atmosphere with her rolling exhaust swinging along the former Sandy Valley & Elkhorn at the lower end of the Big Sandy Division.



1401-1410 Schenectady 1916
c/n 55637 ex #809



1436-1460 c/n 57026 ex #843 Schenectady 1917



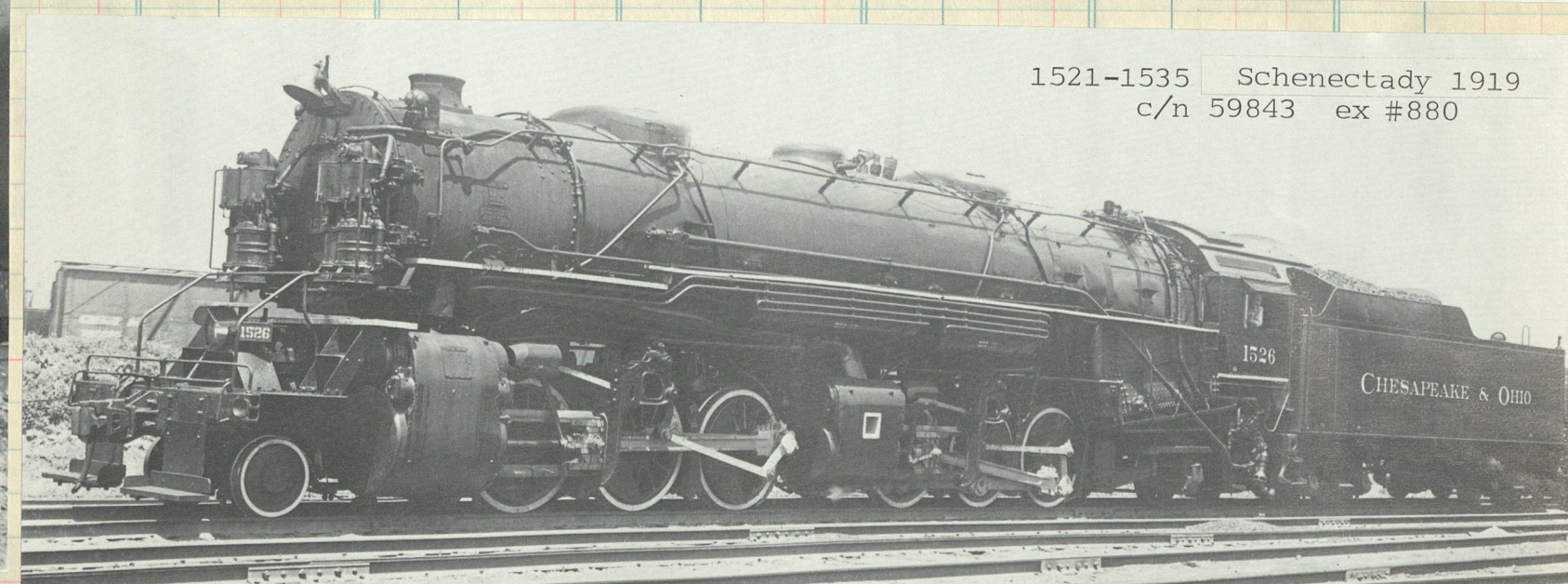
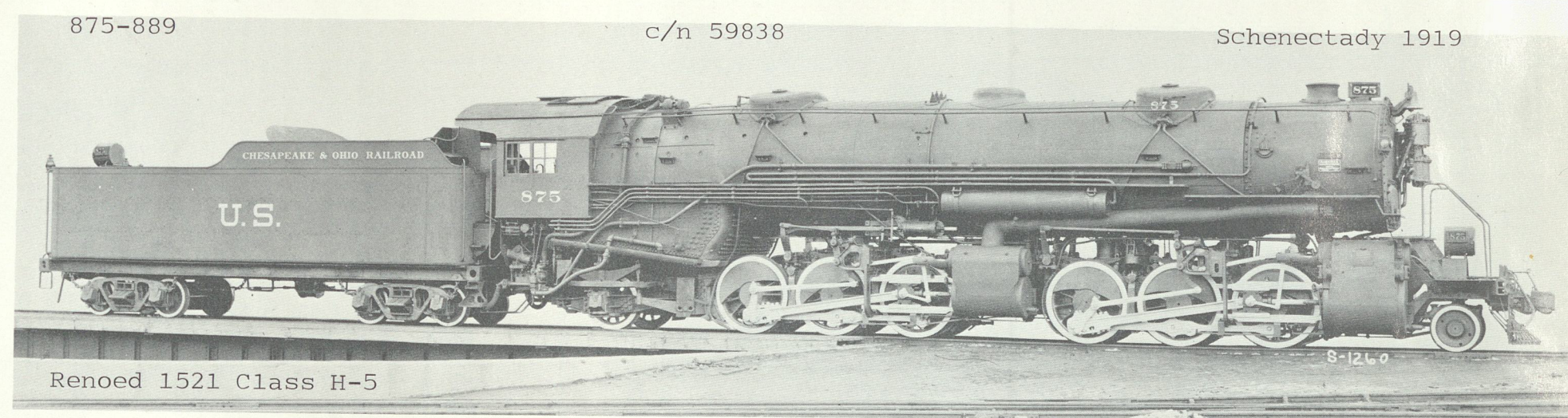
The 1436 with a cut of empty hoppers running on the Nicholas, Fayette & Greenbrier (joint operation with the N.Y.C.) 1436-1460 Schenectady 1917 c/n 57018

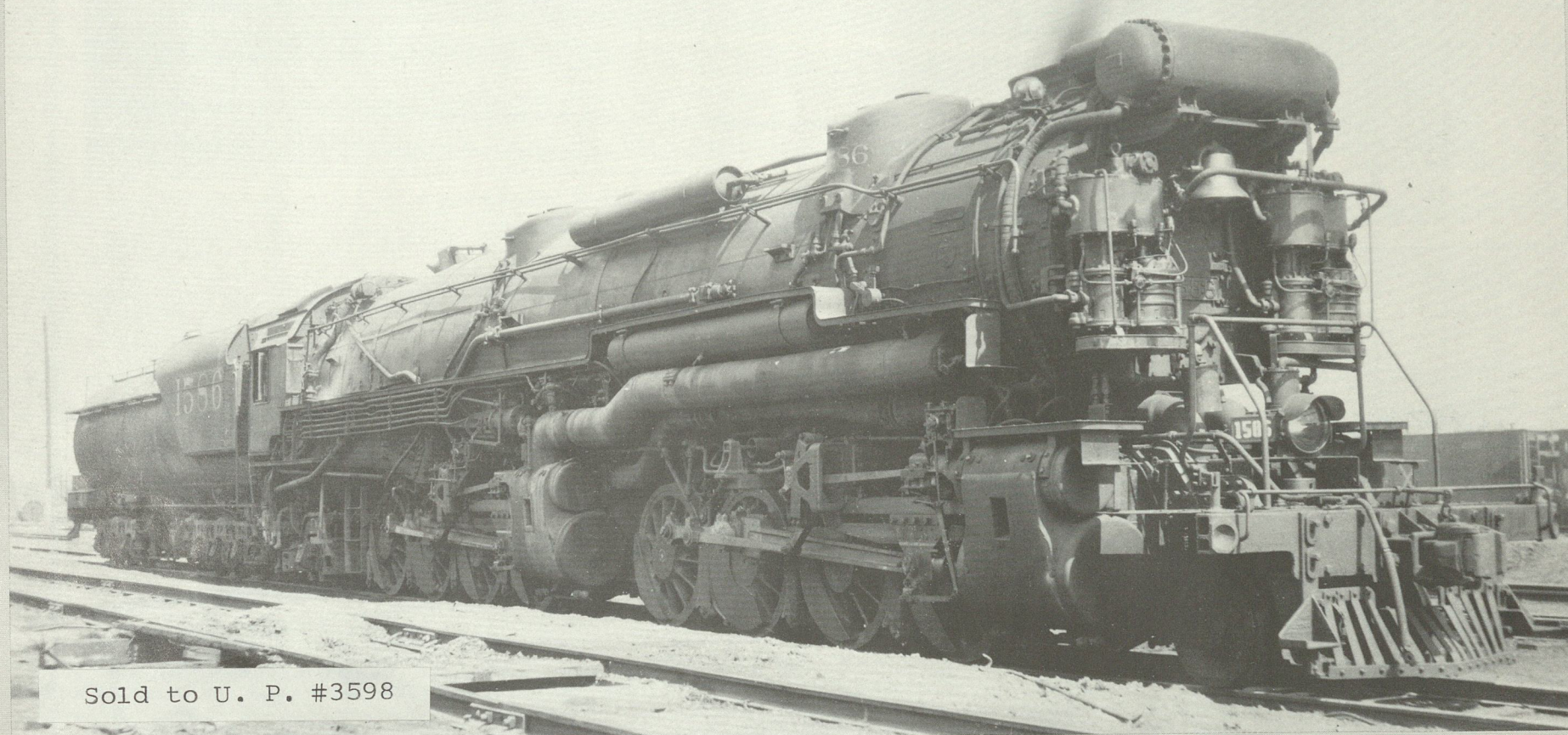


Working tonnage out of Columbus on the old Hocking Valley. The 1461 one of fifteen received from Richmond in 1918 noed 860-874. Renoed 1461-1475. c/n 59965



The severe 4.2 percent grade up the loops at Claypool, W. Va. was nonetheless an improvement over four prior switchbacks. Climbing toward Rainelle with empty hoppers from the main line at Meadow Creek, C&O 2-6-6-2 1471 is getting an assist from a pusher whose exhaust can be seen above the fourth hopper on November 12, 1952.





Sold to U. P. #3598

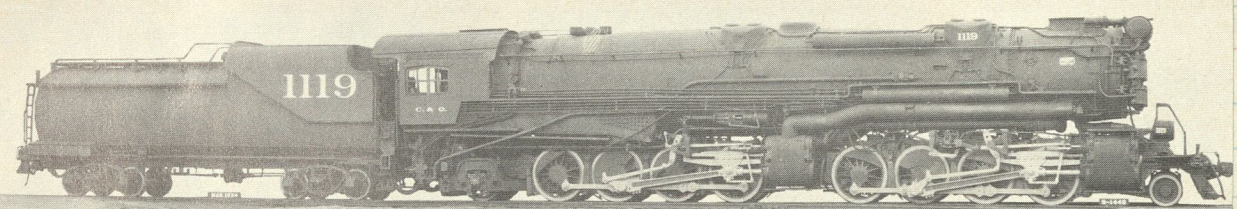
J. H. Dean

H-7a 1570-1589 (4)23x32cyl 57"DR 205(ltr 215)BP 103,500(ltr 108,550)TF 565,000 wgt Baldwin, 1926

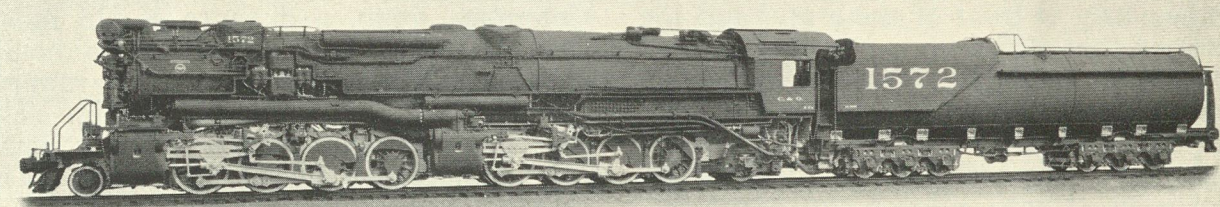
LOCOMOTIVE FLEA MARKET

In 1945 the C. & O. had forty five "Western" type 2-8-8-2's on the roster, 25 of the H-7 class and 20 H-7a's. At this time the Union Pacific was in need of power and in that the C. & O. had recently acquired 45 new 2-6-6-6 type the H-7 and H-7a's were regarded as surplus. The C. & O. was only too glad to find a buyer. Thus the U. P. purchased 19 of the H-7's and 11 of the H-7a's which they need 3570-3599. The R.F. & P. took three of the H-7's. So when the books were closed the C. & O. had only a dozen 2-8-8-2's left on the roster.

1100-1124 class H-7 c/n 64971 Schenectady 1924



renood 1560



Single Expansion 2-8-8-2 Type Locomotive, Class H-7-A, Built by The Baldwin Locomotive Works for the Chesapeake & Ohio Railway, 1926

Cylinders (4)	23" x 32"	Tubes, diam.	5 1/2" & 2 1/4"	Wheel base, driving	15' 9"	Weight, total engine	569,830 lb.
Drivers, diam.	57"	" number	5 1/2", 60; 2 1/4", 276	" (each group)	15' 9"	" and	868,900 lb.
Boiler, diam.	93 3/8"	" length	24' 0"	" total engine	58' 1"	tender	16,000 U. S. gal.
Steam pressure	205 lb.	Grate area	113 sq. ft.	" " and	104' 8 1/2"	Fuel	20 tons
Firebox	204 1/8" x 96 1/4"	Water heating surface	6428 sq. ft.	tender	491,840 lb.	Tractive force	103,500 lb.
Grate, length	169"	Superheating surface	1885 sq. ft.	Weight on drivers			

1570-1589

c/n 58964

Baldwin 1926



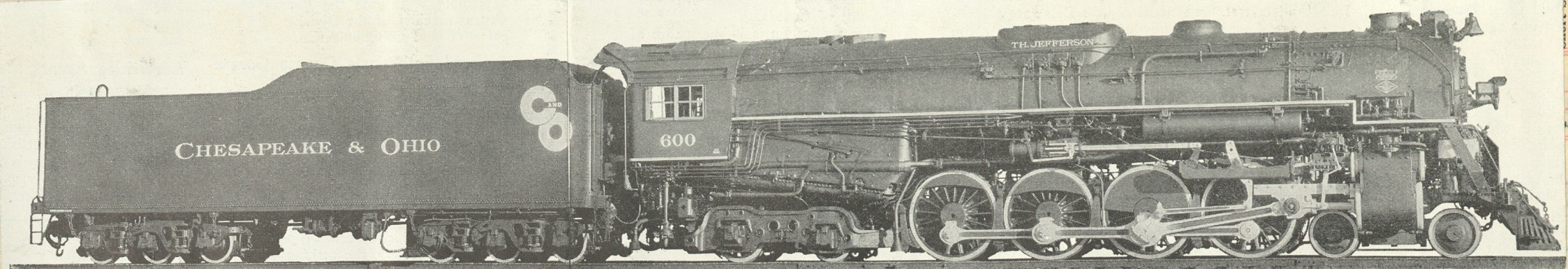
J. I. Kelly/D. W.

1588 and a K-4 2-8-4, spewing vapor into the biting cold, start a coal train out of Richmond in February, 1948.

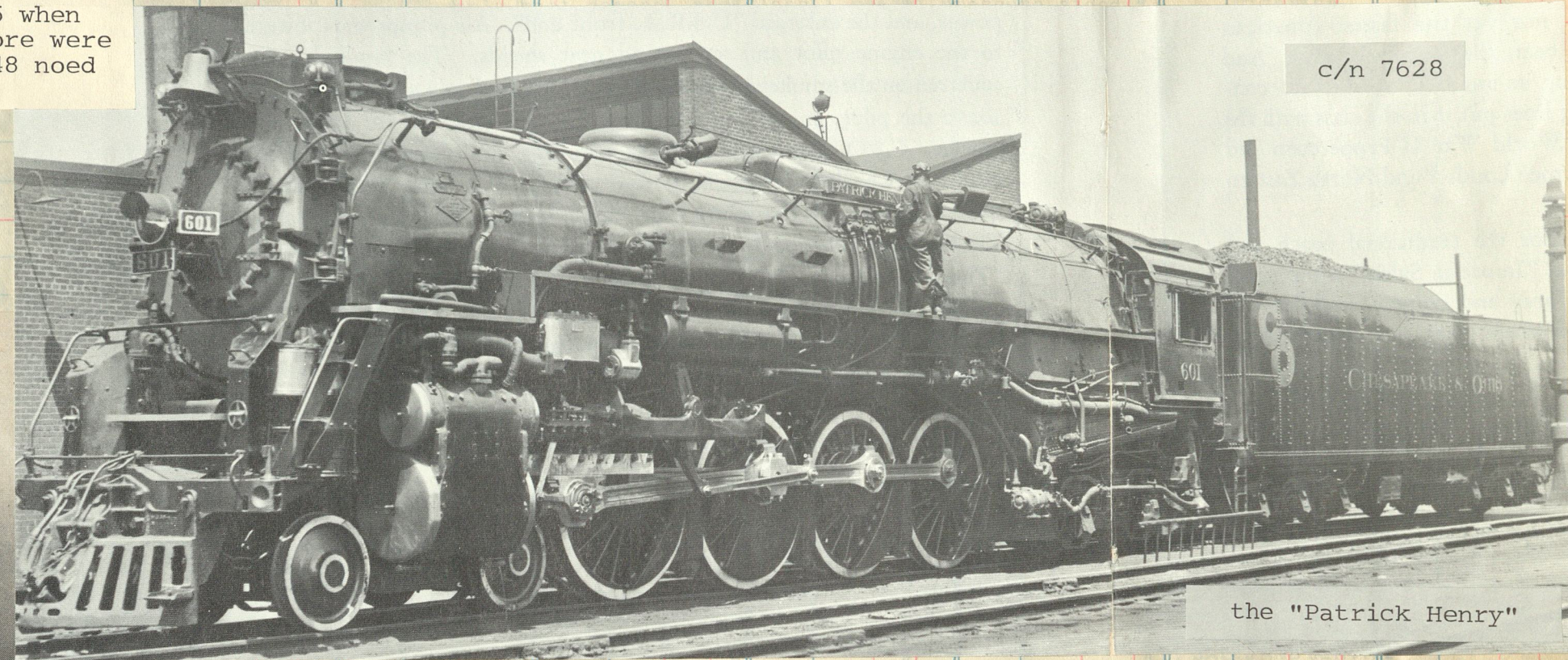


J. I. Kelly/D. W.

Painting a leaden sky with their exhausts, Simple Simon 1576 joins 2-8-4 2728, one of the C&O's "Kanawha" 2-8-4s, in forcing a heavy coal drag — some 160 loads — east toward the export piers at Newport News circa 1950.



The C. & O. bought it's first 4-8-4's in 1935 when it ordered five engines noed 600-604. Two more were added, 605-606, in 1942 and final five in 1948 noed 610-614. All were built by LIMA.

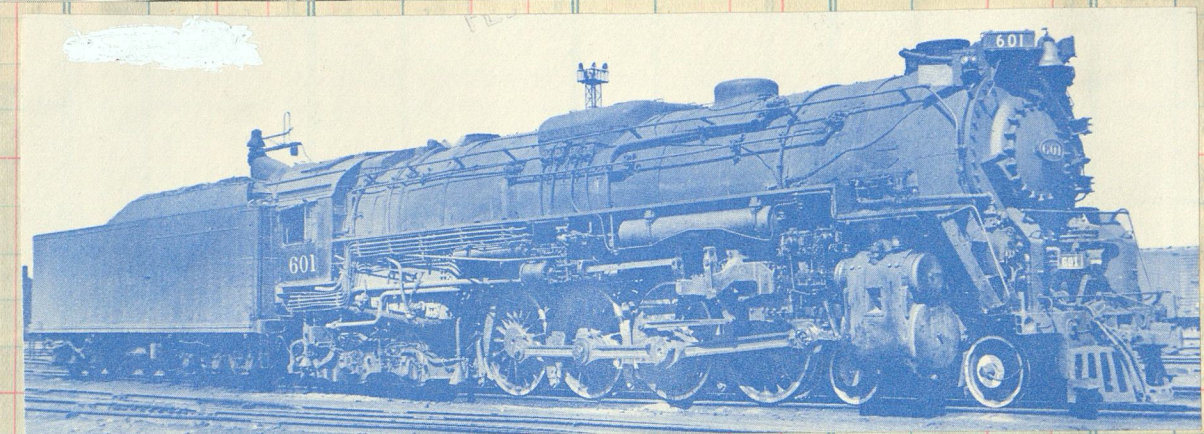


c/n 7628

The 600 and a 4-8-2 snap the heavy consist of the 'Sportsman' out of Charlottesville in Sept. 1936.

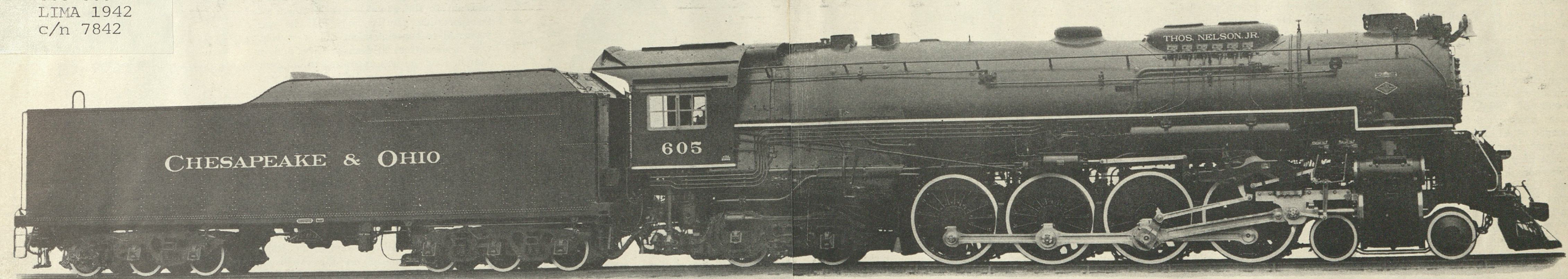


the "Patrick Henry"

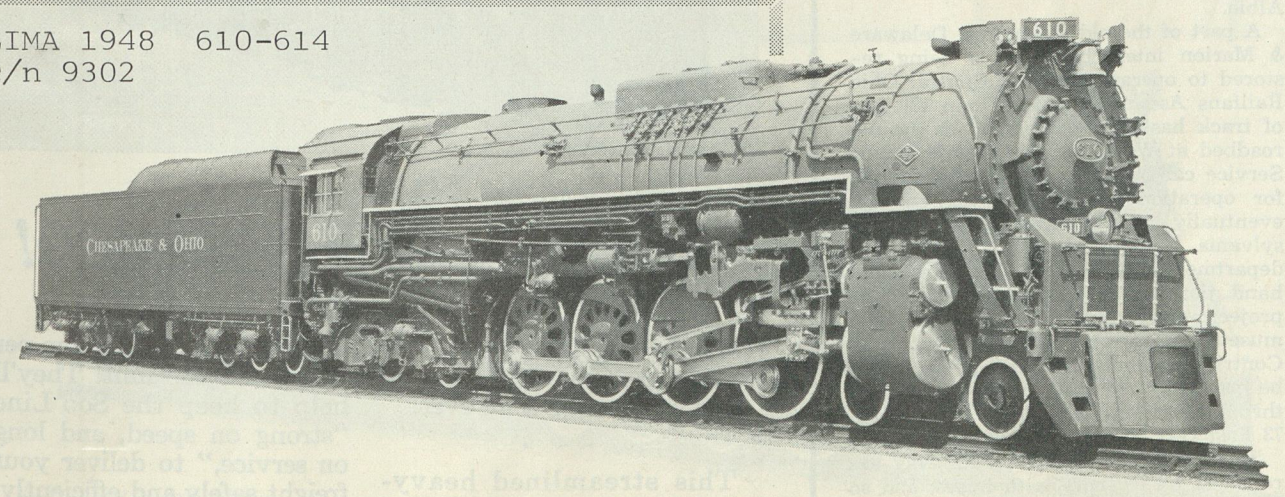


Replacing the headlight destroyed the facial features of the 601!

605-606
LIMA 1942
c/n 7842



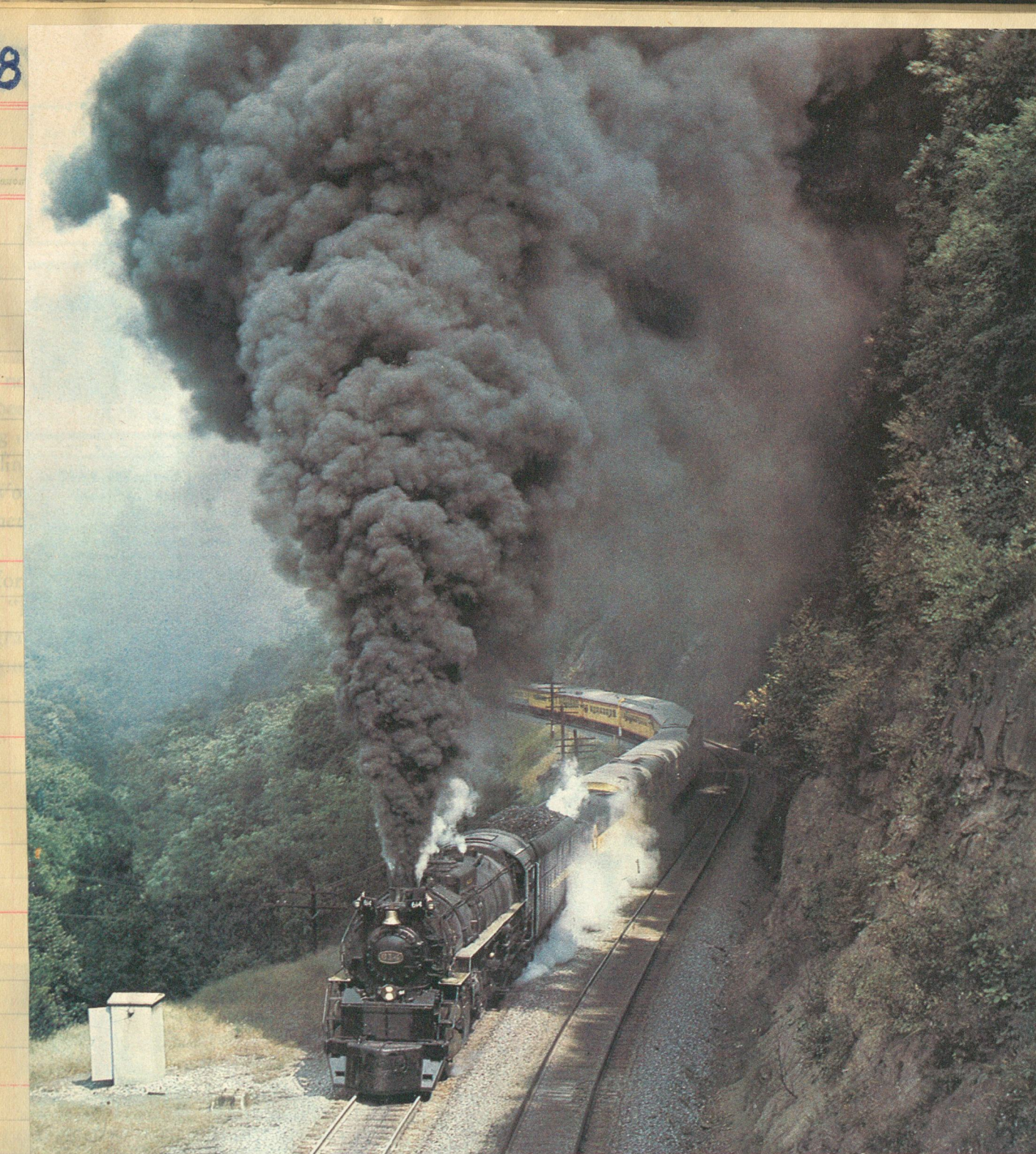
LIMA 1948 610-614
c/n 9302



C&O's NEW 4-8-4's



Trn #1, the westbound G. W., near Morrison, Va.



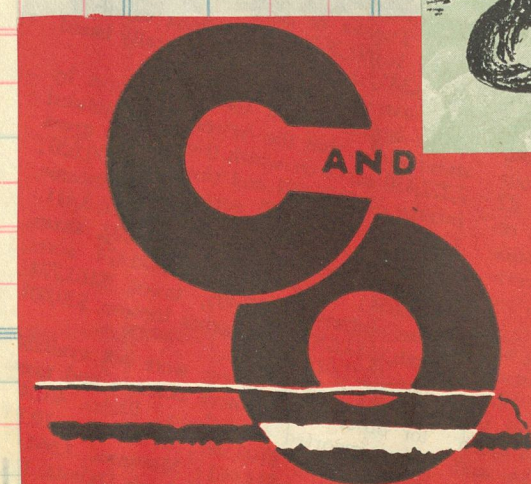
In the early Eighties the 614, owned by Ross Rowland, was still operating in excursion service. One such trip with the 11 car "Chessie Safety Express" is shown here on Sept. 20, '80 roaring up the B. & O's Seventeen Mile Grade near Terra Alta, W.V.



At Palatka, Fla. March 8, 1981
Foto by MCK



Double-iron meet. C&O Pacific 481 charges westward at 70 MPH with The Sportsman while 2-10-4 3005 rolls eastward at 35 MPH, bound for Newport News with a coal drag near Morrison, Va., March 17, 1951.



Clos. No. Sold Amount

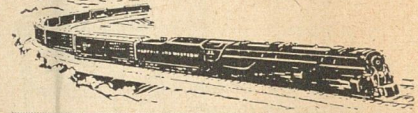
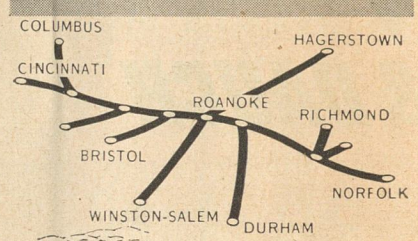
Norfolk and Western Railway



As of 1927 the N&W operated 2242 miles using 937 steam & 16 electric engines 45330 freight [of which approx 30000 were in coal haul service] plus 516 passenger cars and 2706 miscellaneous.

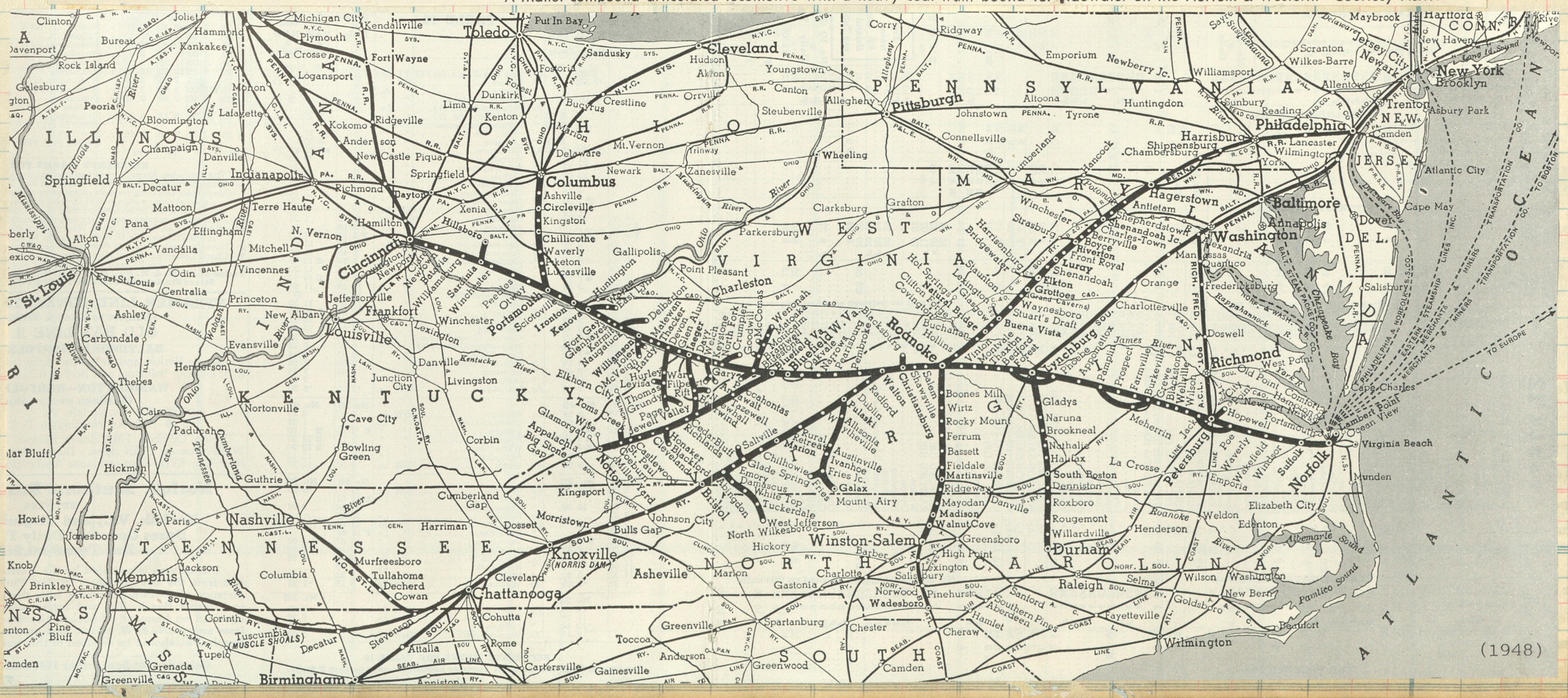


BETWEEN MIDWEST AND THE EAST



Norfolk and Western RAILWAY
PRECISION TRANSPORTATION

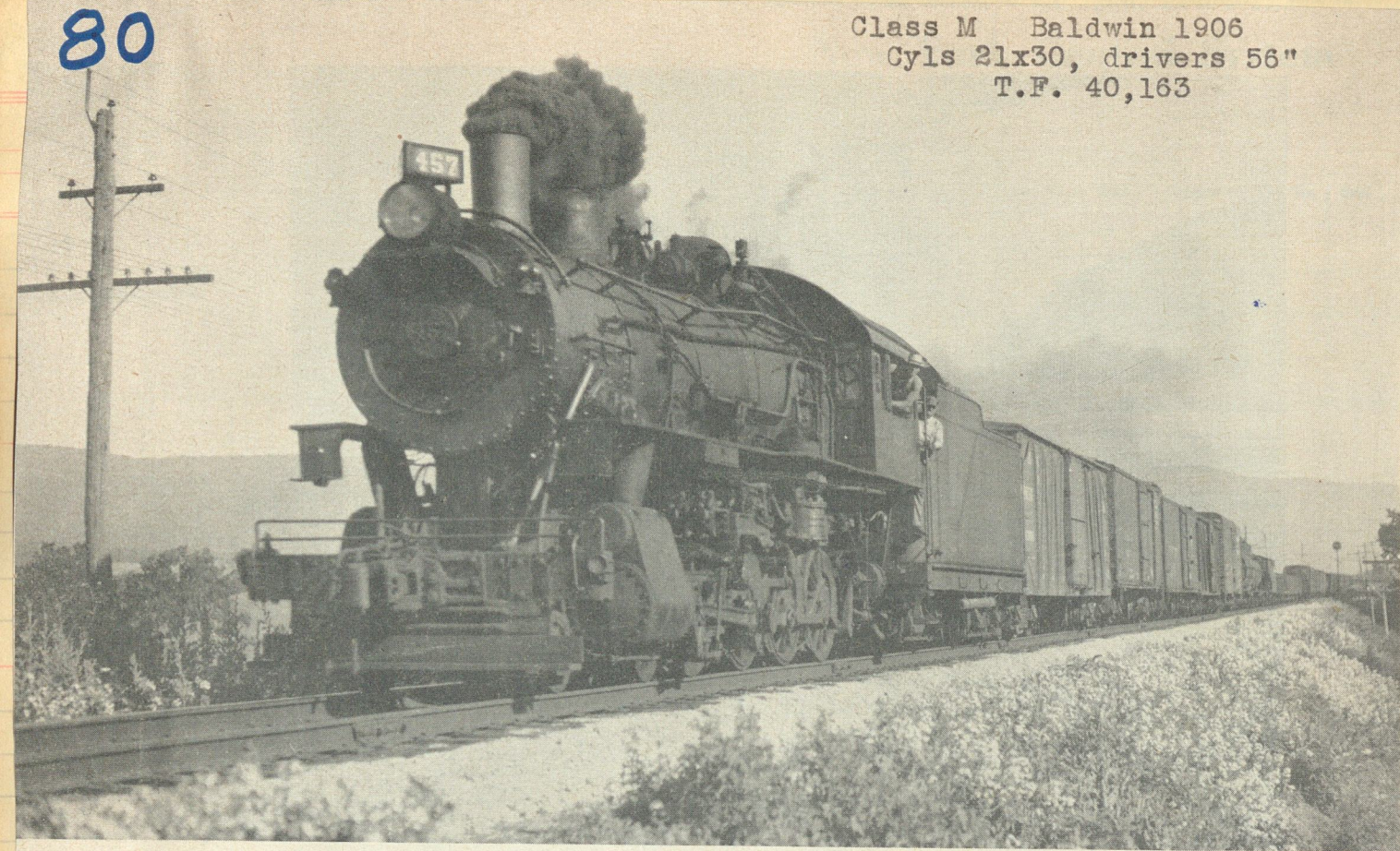
A Mallet compound articulated locomotive with a heavy coal train bound for Tidewater on the Norfolk & Western. Courtesy N&W.



(262)

(1948)

Class M Baldwin 1906
Cyls 21x30, drivers 56"
T.F. 40,163

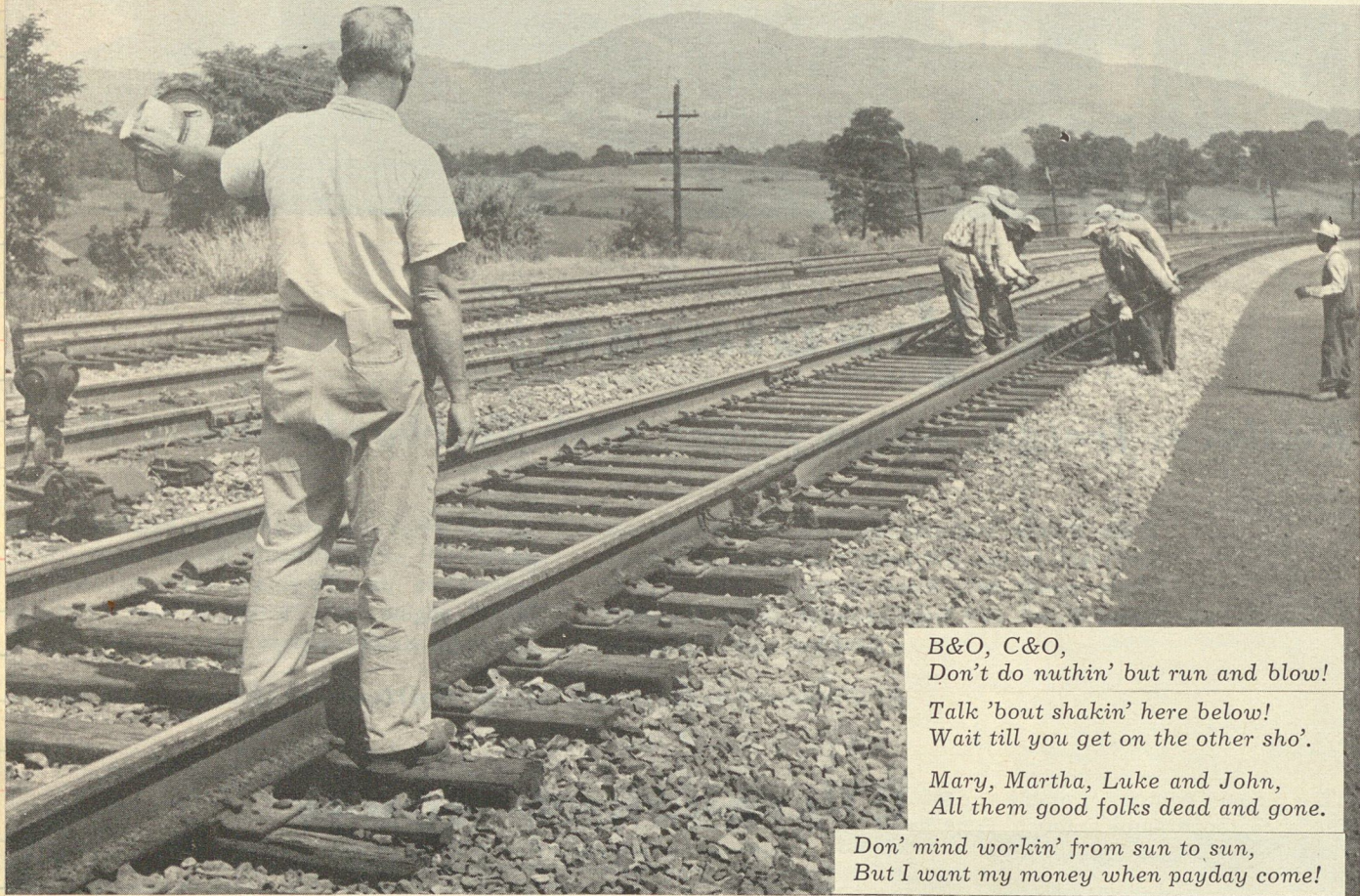


Walter H. Thrall Jr.

A Shenandoah Division freight of the Norfolk & Western Railway rambles south toward Roanoke, Va., in this scene of September 1938, taken near Elkton, Va. The ancient 4-8-0 on the head end, No. 457, is of Baldwin build; N&W still employs a modest fleet of these locomotives in way freight service. Before the Mallets came, 4-8-0's were the coal-hauler's largest freight power and many of them were constructed by Roanoke Shops.

But when you find a spot in the main line where the track is out of plumb, you call in a gang and a foreman with a sharp eye and you straighten out the steel with muscle and sweat. And when the leader stands off a bit and starts his chant, this is the old days again, with the gang tugging on their lining bars, and pulling all at once when the song by its rhythm tells them to pull.

The singing does more than entertain men. By setting a definite predictable rhythm to the work it provides a useful function. It takes considerable strength to slide a section of track, and only by heaving together can the job be done at all. At a given point in the song — the last line — the gang leans into their bars at the same beat, the track slips over, and the foreman standing a few yards down the track signals either "O. K." or "More." If the sign is the latter the chanter keeps up a steady flow of song until the O. K. sign.



B&O, C&O,
Don't do nuthin' but run and blow!
Talk 'bout shakin' here below!
Wait till you get on the other sho'.

Mary, Martha, Luke and John,
All them good folks dead and gone.

Don' mind workin' from sun to sun,
But I want my money when payday come!

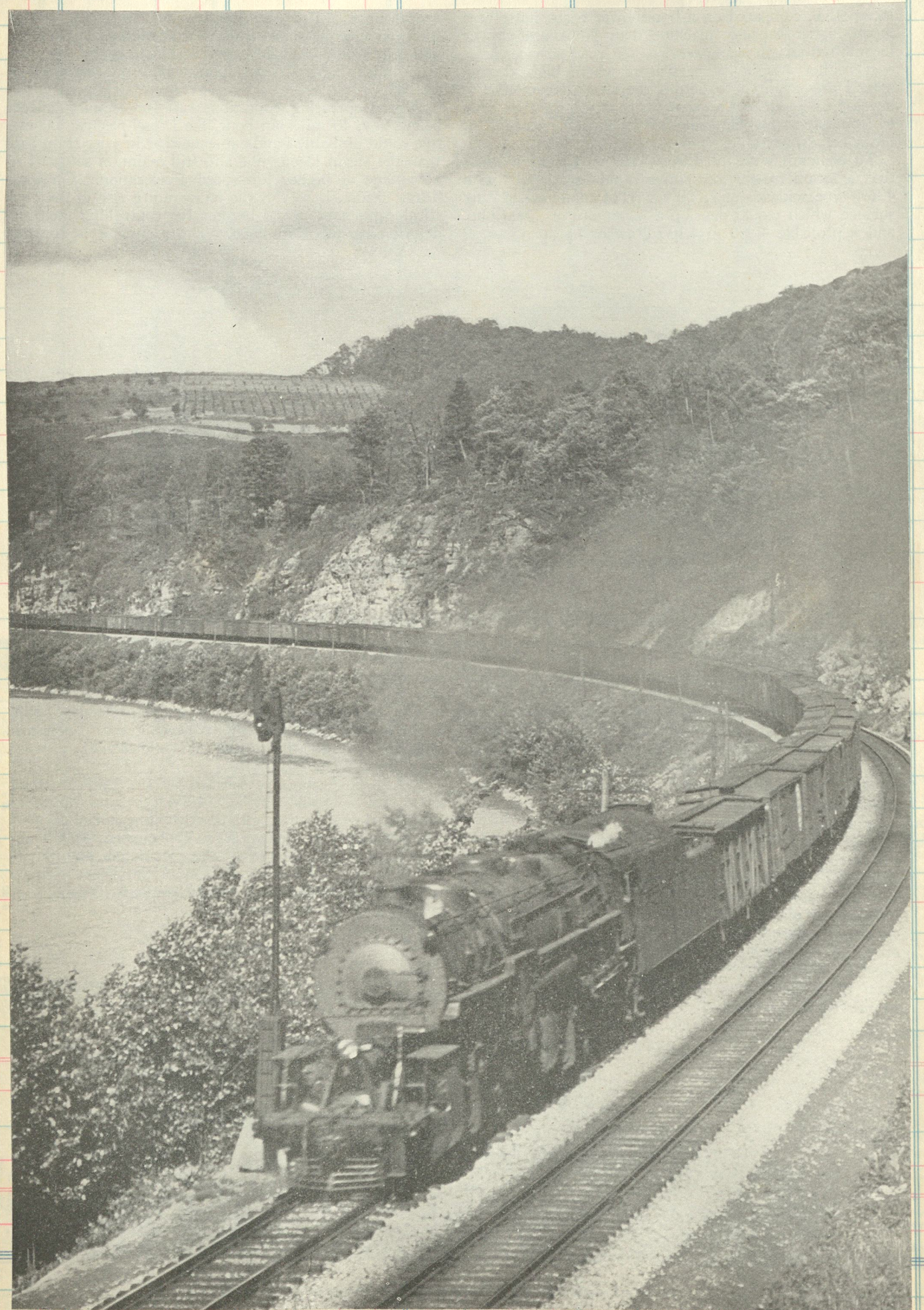
The foreman signals the gang to move the rail to the left; the singer is at the right. Photo courtesy of Norfolk & Western Magazine.



On the Norfolk & Western at Salem, Va.



Norfolk & Western Pacific 563 works ACL Train 27, the Richmond-Petersburg local, at Richmond on May 21, 1950.



This print was used by the Association of American Railroads in the initial issue of a national advertisement campaign. See inside the front cover of this volume.

Modern Power on the N&W

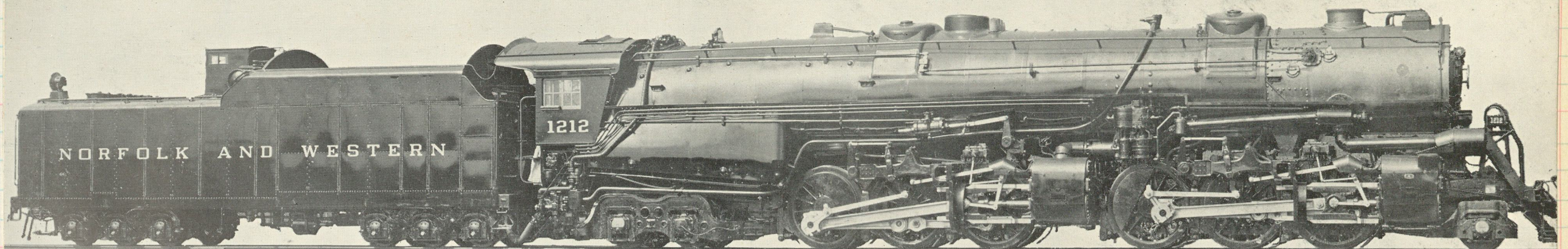
81

From 1936 to 1953
Roanoke Shops built--:

43	2-6-6-4's
81	2-8-8-2's
14	4-8-4's
45	0-8-0's
183	engines

Class A 2-6-6-4

1936	1200-1201	2
1937	1202-1209	8
1943	1210-1224	15
1944	1225-1234	10
1949	1235-1239	5
1950	1240-1242	3



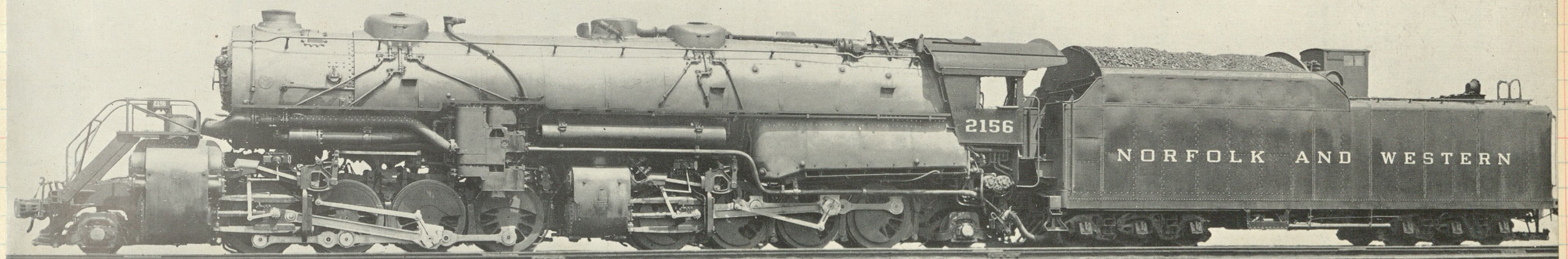
Norfolk & Western class A simple articulated for general service

Road numbers of this series	1210-1219	Weight on leading truck, lbs.	30,480
Built	N&W Roanoke Shops, 1943	Weight on trailing truck, lbs.	110,170
Cylinders, diameter and stroke, in.	24 x 30	Weight of engine and tender, lbs.	951,600
Diameter of drivers, in.	70	Grate area, sq. ft.	122
Tractive force, lbs.	114,000	Evaporative heating surface, sq. ft.	6639
Boiler pressure, lbs. per sq. in.	300	Superheater heating surface, sq. ft.	2703
Total weight of engine, lbs.	573,000	Tender capacity: Tons of coal	26
Weight on drivers, lbs.	432,350	Gallons of water	22,000

Norfolk & Western compound articulated for heavy freight service

Road numbers of this series	2155-2170	Weight on leading truck, lbs.	32,200
Built	N&W Roanoke Shops, 1944	Weight on trailing truck, lbs.	27,850
Cylinders, diameter and stroke, in.	25 and 39 x 32	Weight of engine and tender, lbs.	961,500
Diameter of drivers, in.	57	Grate area, sq. ft.	106.2
Tractive force, lbs.	simple, 152,206; compound, 126,838	Evaporative heating surface, sq. ft.	5656
Boiler pressure, lbs. per sq. in.	300	Superheater heating surface, sq. ft.	1775
Total weight of engine, lbs.	582,900	Tender capacity: Tons of coal	26
Weight on drivers, lbs.	522,850	Gallons of water	22,000

Y-6 a



Class Y-6 2-8-8-2

1936	2120-2124	5
1937	2125-2126	2
1938	2127-2134	8
1939	2135-2143	9
1940	2144-2154	11

Class Y-6a 2-8-8-2

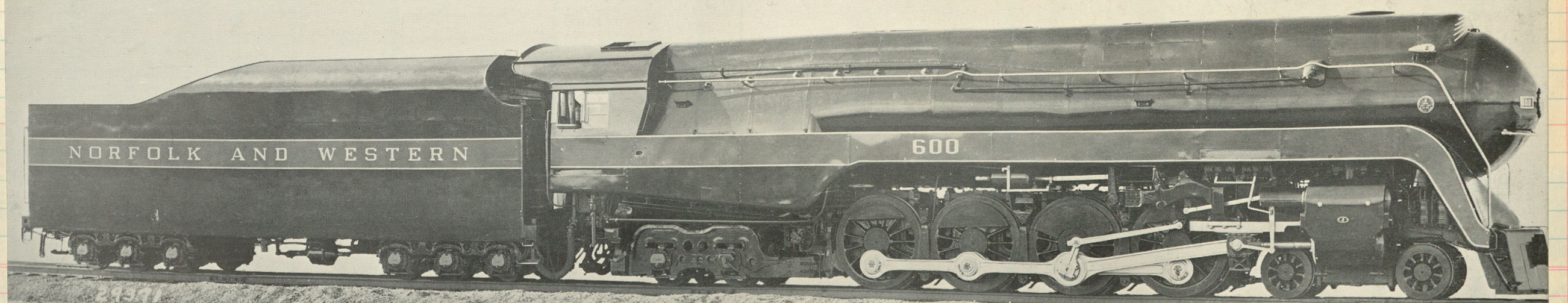
1942	2155-2170	16
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Class Y-6b 2-8-8-2

1948	2171-2180	10
1949	2181-2187	7
1950	2188-2193	6
1951	2194-2196	3
1952	2197-2200	4

Class J 4-8-4

1941	600-603	4
1942	604	1
1943	605-610	6
1950	611-613	3



Norfolk & Western class J locomotive for heavy passenger service

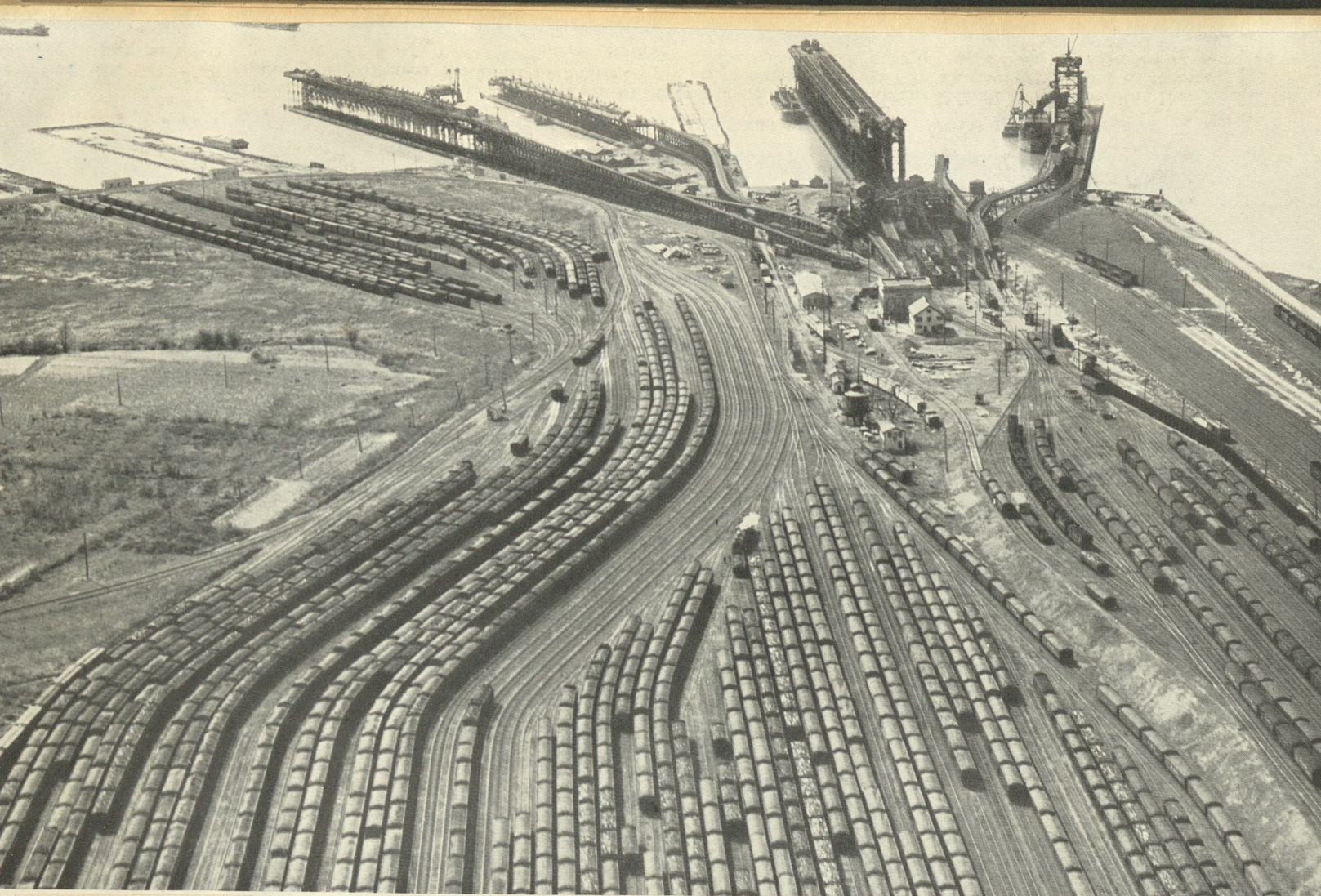
Road numbers of this series	600-604	Weight on leading truck, lbs.	90,000
Built	N&W Roanoke Shops, 1941	Weight on trailing truck, lbs.	116,000
Cylinders, diameter and stroke, in.	27 x 32	Weight of engine and tender, lbs.	872,600
Diameter of drivers, in.	70	Grate area, sq. ft.	107.7
Tractive force, lbs. (with booster)	85,800	Evaporative heating surface, sq. ft.	5271
Boiler pressure, lbs. per sq. in.	275	Superheater heating surface, sq. ft.	2177
Total weight of engine, lbs.	494,000	Tender capacity: Tons of coal	26
Weight on drivers, lbs.	288,000	Gallons of water	22,000

Class S-1a 0-8-0

1951	200-214	15
1952	215-229	15
1953	230-244	15

S1a

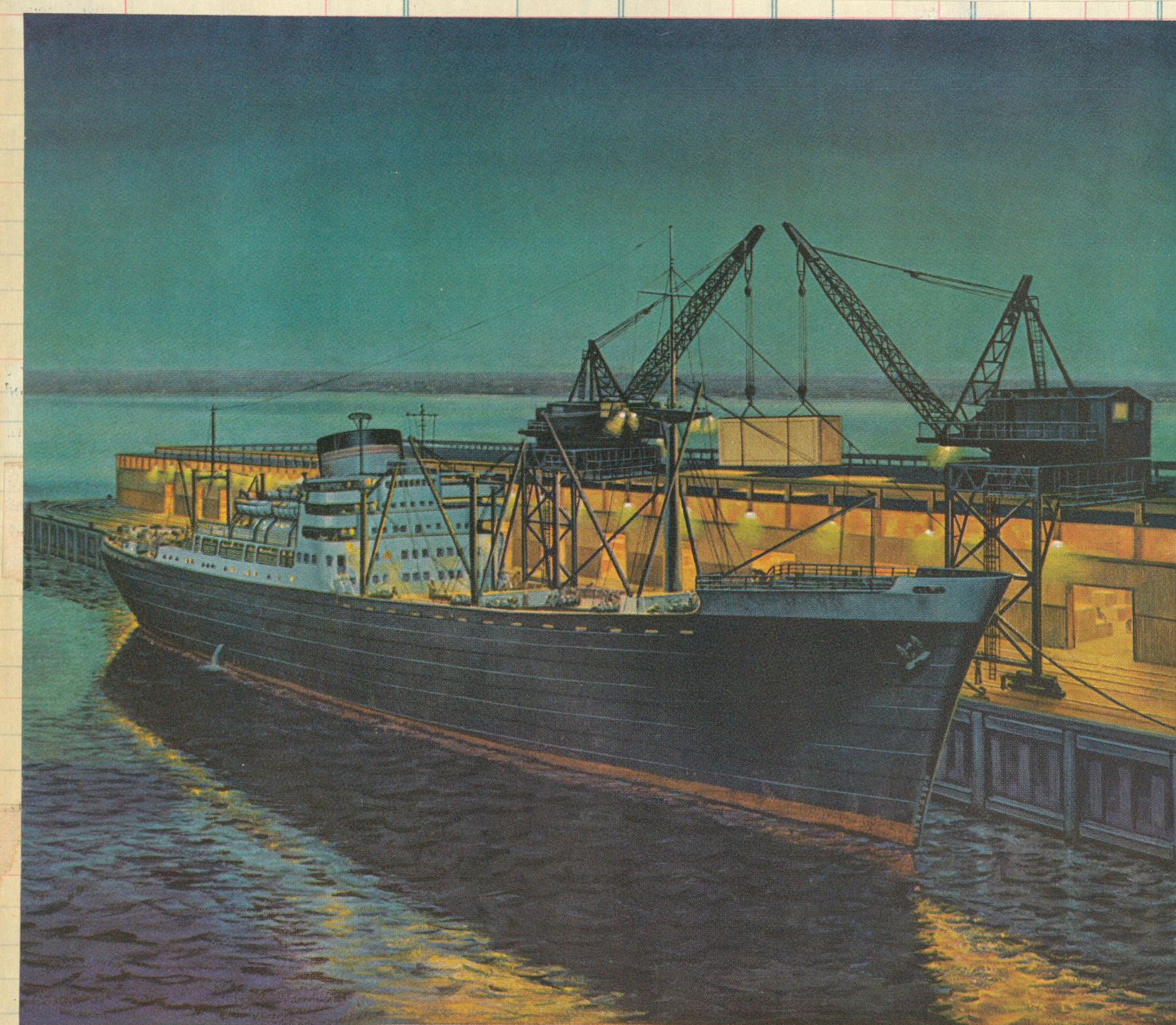




Lamberts Point MYRIAD COAL CARS, LIKE GIANT BEETLES, LINE UP ON NORFOLK PIERS
 the right is a new lake-type pier, recently completed at a cost of \$1,600,000. This steel robot can transfer 2,000 tons an hour from car to ship, laying down its black cargo so gently that no lumps are broken. The storage yards for the Norfolk and Western's tidewater terminal have a capacity of 5,000 cars.



Extra 2132 east at Roanoke



Will This New Cargo Pier Raise Our Railroad's Revenues?

Inevitably. For it was designed with an eye toward tomorrow's expanding foreign trade. And this, we're convinced, is as important in its way to the Norfolk and Western's future growth patterns as domestic trade. We're making substantial investments in research and equipment to assure both markets.

We are now operating Norfolk's new \$15 million general cargo pier. The nation's most modern. Here, giant 25-ton gantry cranes swing entire forty-foot containers through roof hatches into ships' holds. Sea-

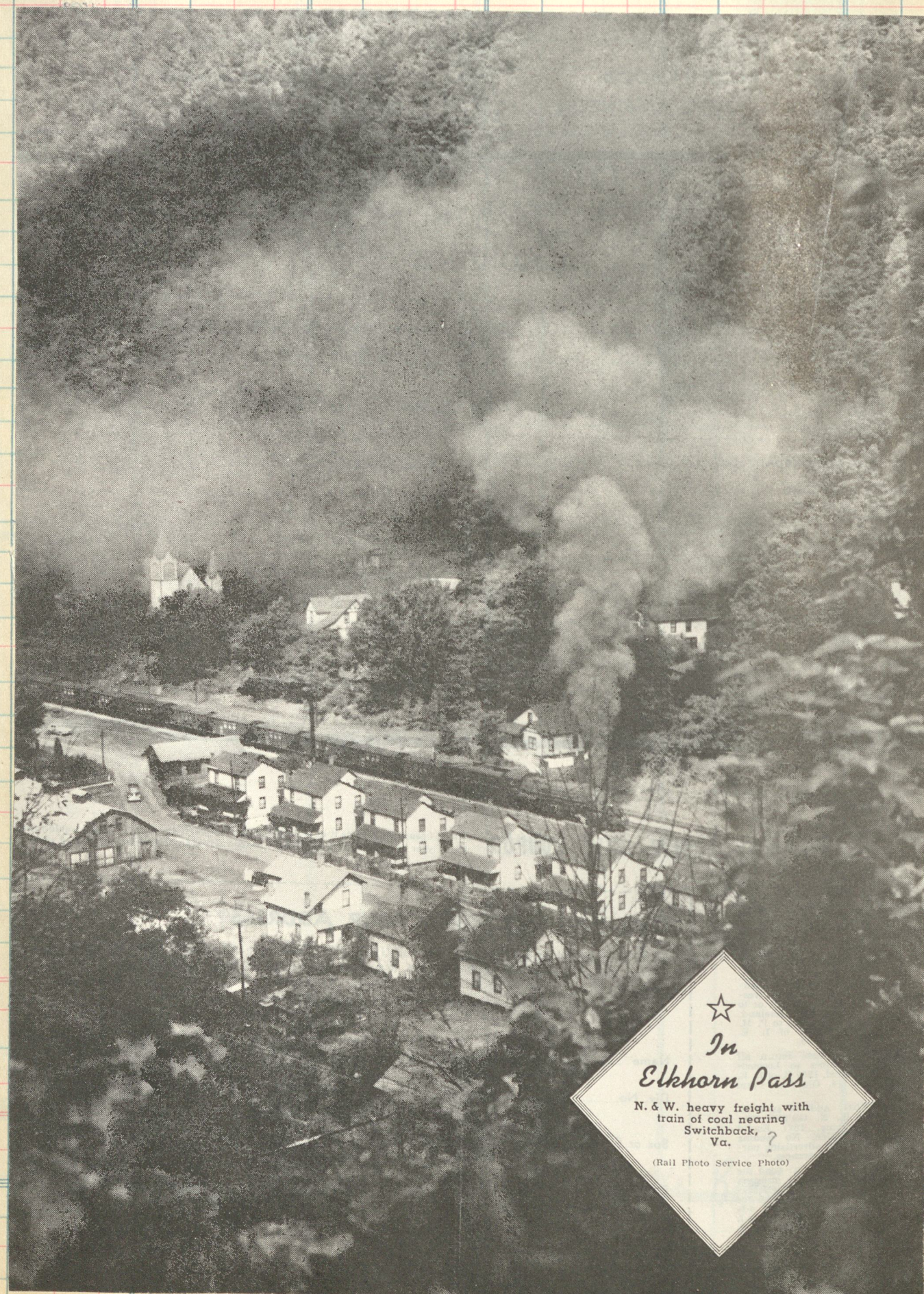
ways and railways are more quickly linked. Cargo hastened on its way.

N&W facilities now total six cargo piers and eleven warehouses at our International Trade Center in Norfolk. N&W precision rail transportation provides dependable service to the nation's major consumer and industrial markets. N&W forecast: an increase in traffic due to foreign commerce and efficient service to importers and exporters. N&W . . . the nation's going-est railroad.

[1963]

Norfolk and Western Railway • General Offices • 8 North Jefferson Street • Roanoke, Virginia

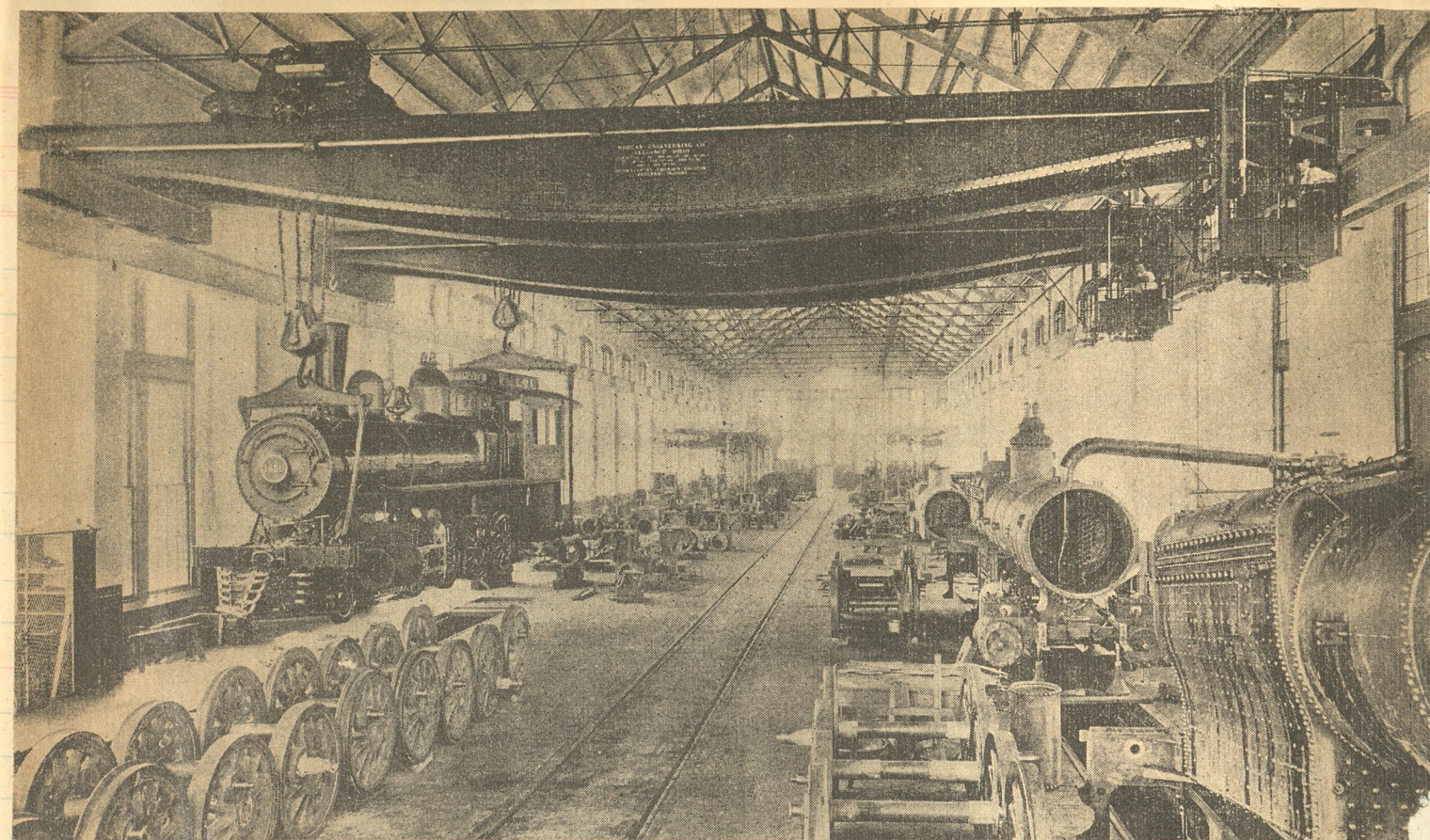
N&W



☆
In
Elkhorn Pass

N. & W. heavy freight with
train of coal nearing
Switchback,
Va.

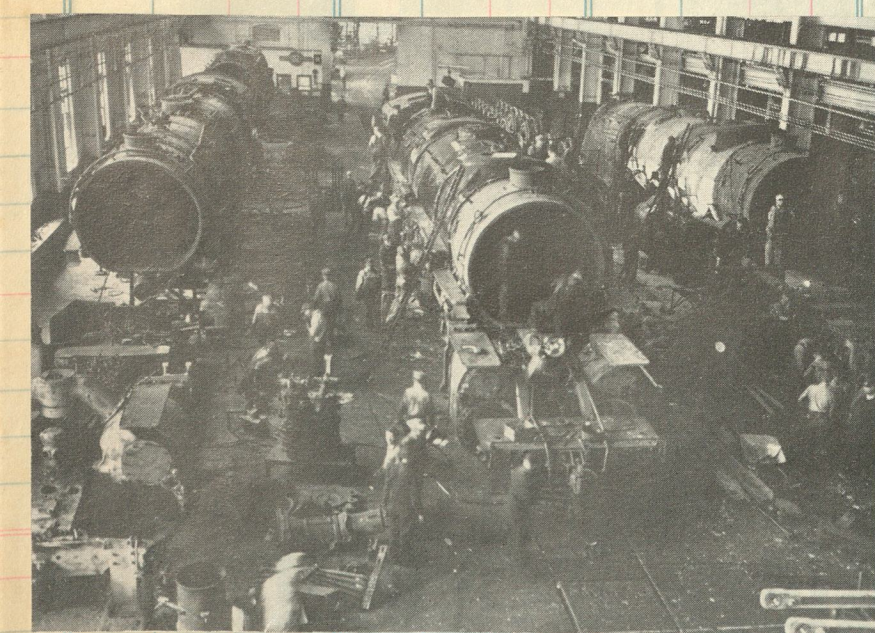
(Rail Photo Service Photo)



Construction bay ROANOKE MACHINE WORKS completed 1883



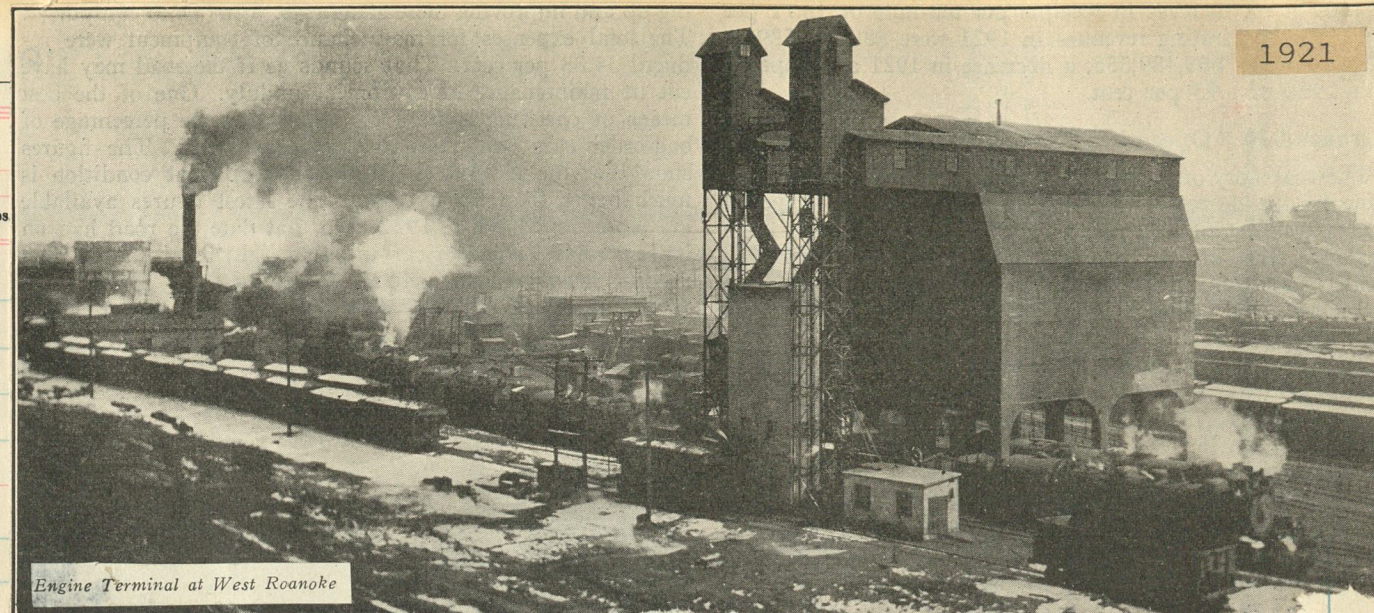
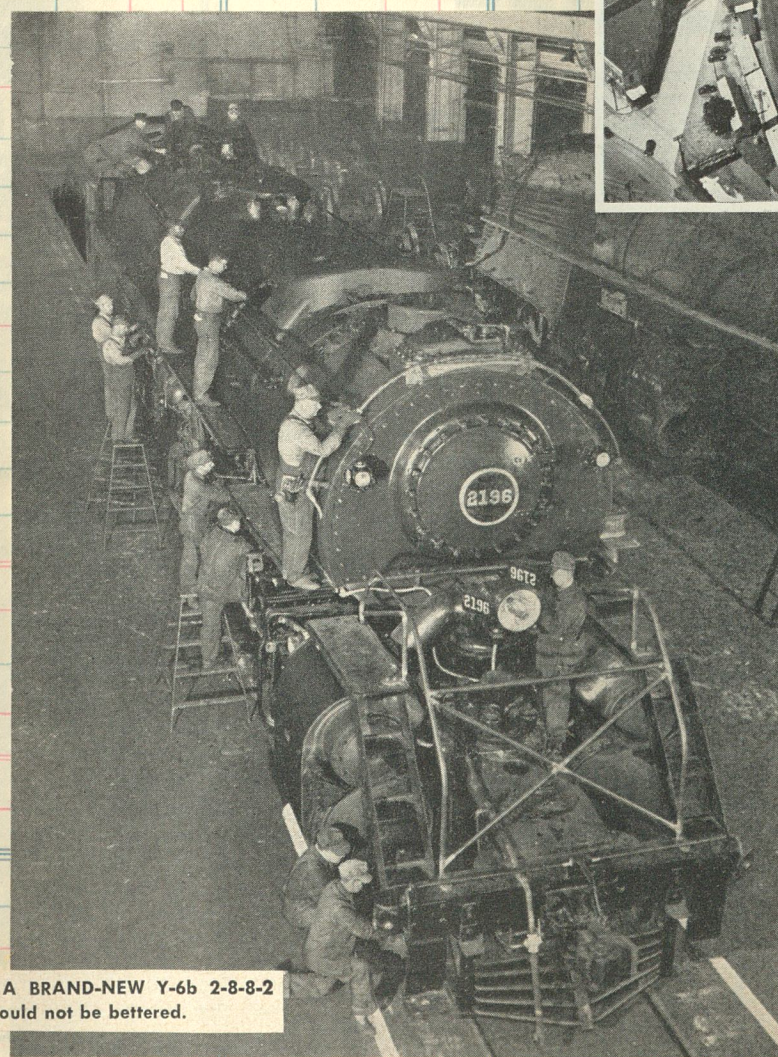
This night view of the N & W's erecting shop at Roanoke, Va., shows how good lighting helps make tools, machinery, and other equipment stand out clearly.



↑ERECTING SHOP at Roanoke gives classified repairs to the articulateds it built. This building is 76½ feet wide, 598 feet long and is equipped with six overhead cranes. At left, forward engine of Mallet has been detached.

Over seven decades [1883-1953] the Roanoke Shops constructed 449 engines plus an enormous amount of rolling stock.

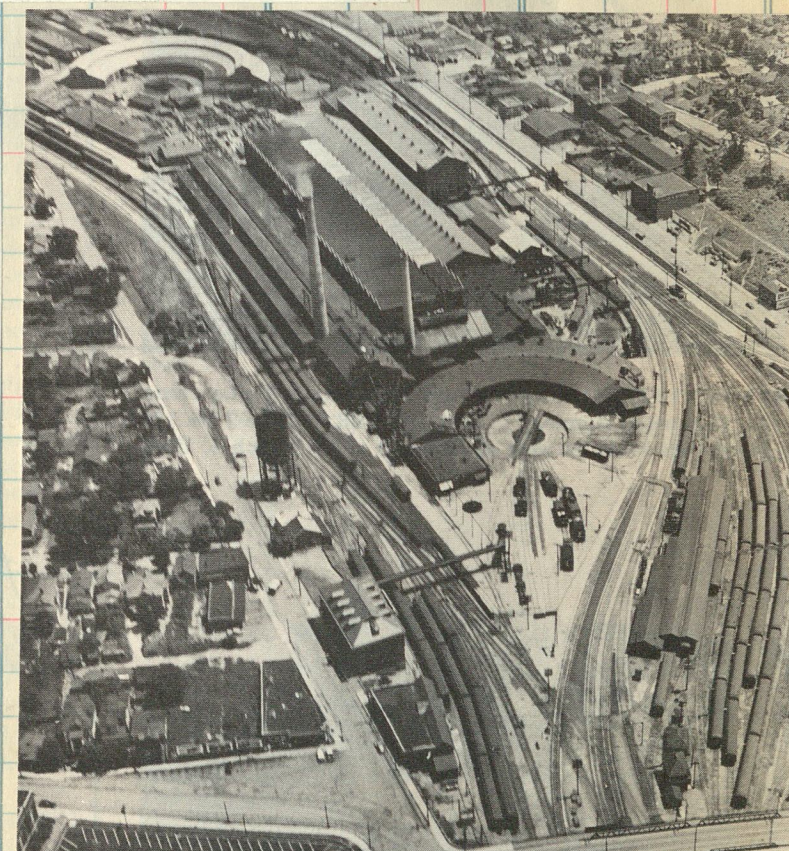
ROANOKE READIES A BRAND-NEW Y-6b 2-8-8-2
Operation could not be bettered.



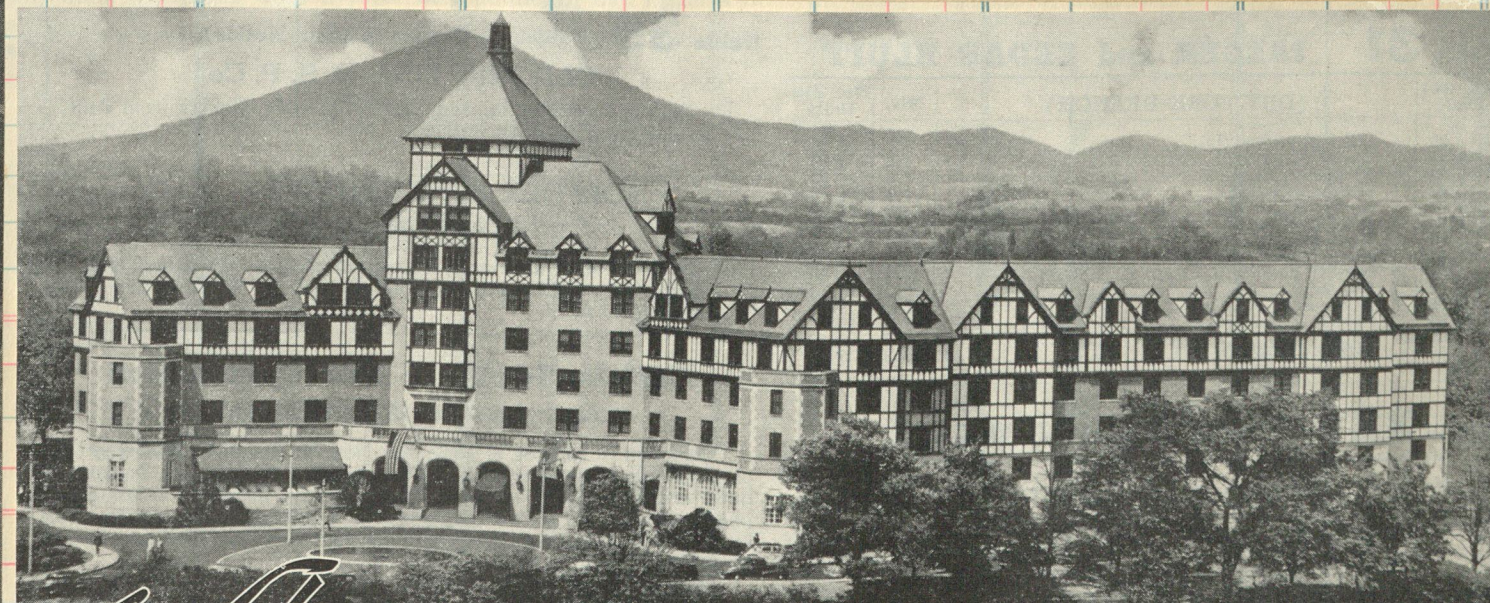
Engine Terminal at West Roanoke



N. & W. Railway passenger station and general office at Roanoke about 1902.



Left..Looking Northwest. Passenger station left center, Hotel Roanoke upper center. Right..View to the Southeast.



The Greater

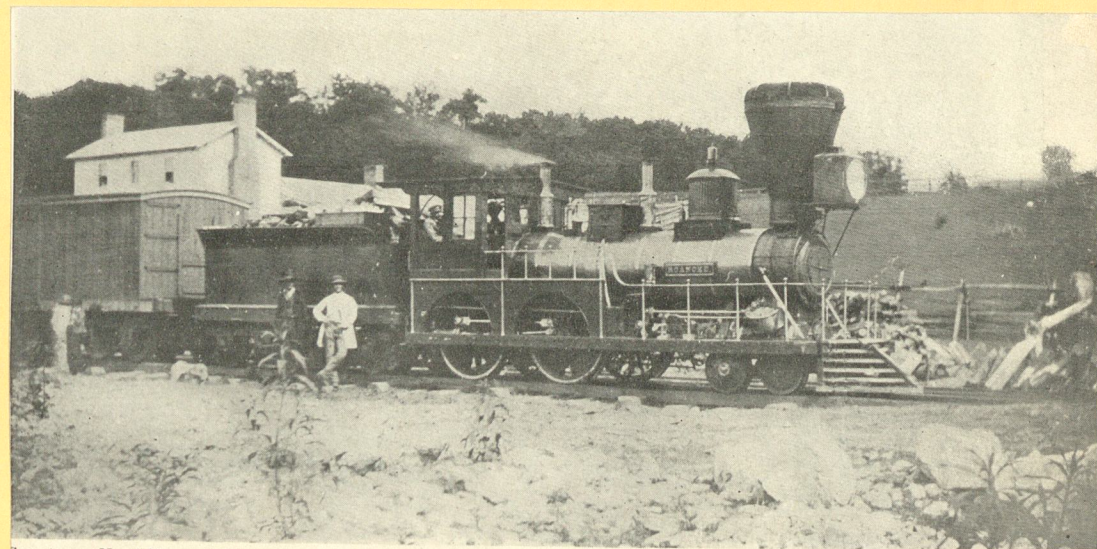
Operated the only 'four star' restaurant in Roanoke.

HOTEL ROANOKE

ROANOKE, VIRGINIA

Set in its own 10-acre landscaped grounds a few minutes from the heart of the city.

SELLER
DATE
FORM



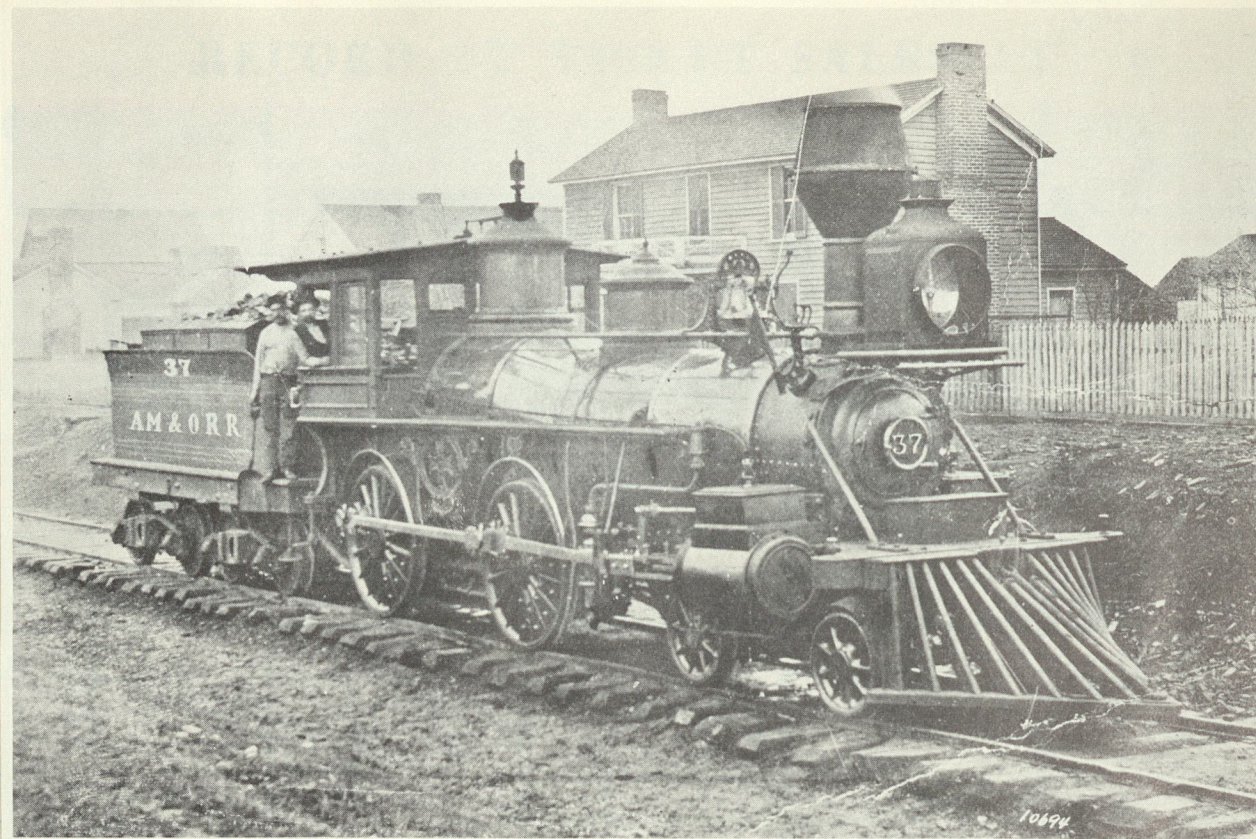
Courtesy, Norfolk and Western Railway

AN OLD WOOD-BURNER
Type of engine used in Virginia, in 1858

Virginia & Tennessee 1st #12, the "ROANOKE", built by J. R. Anderson [Tredegar] in 1854.

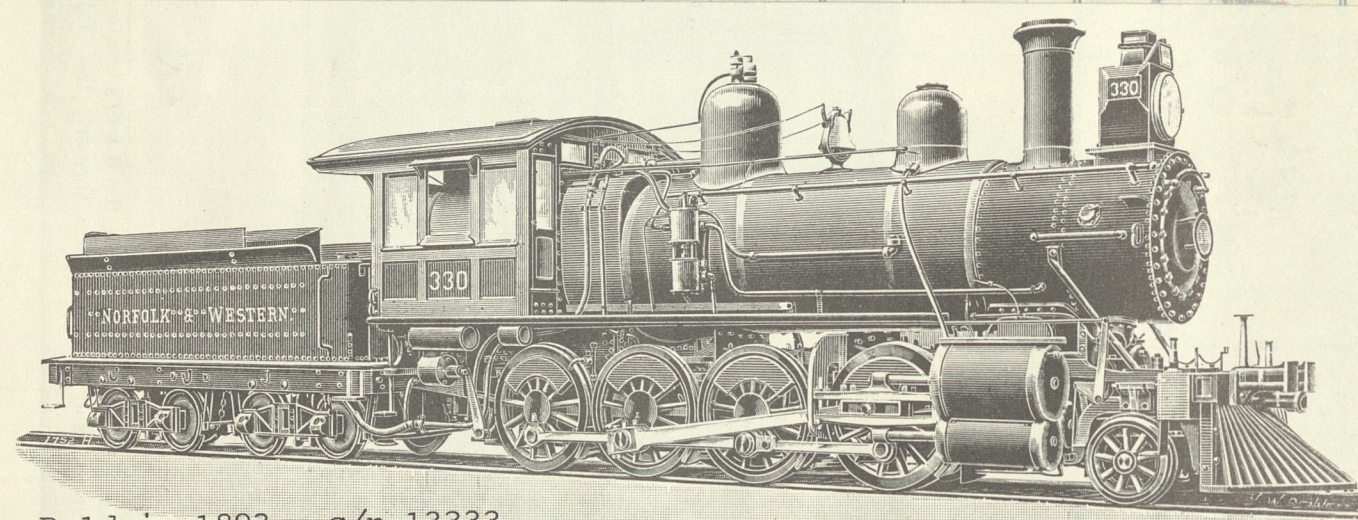
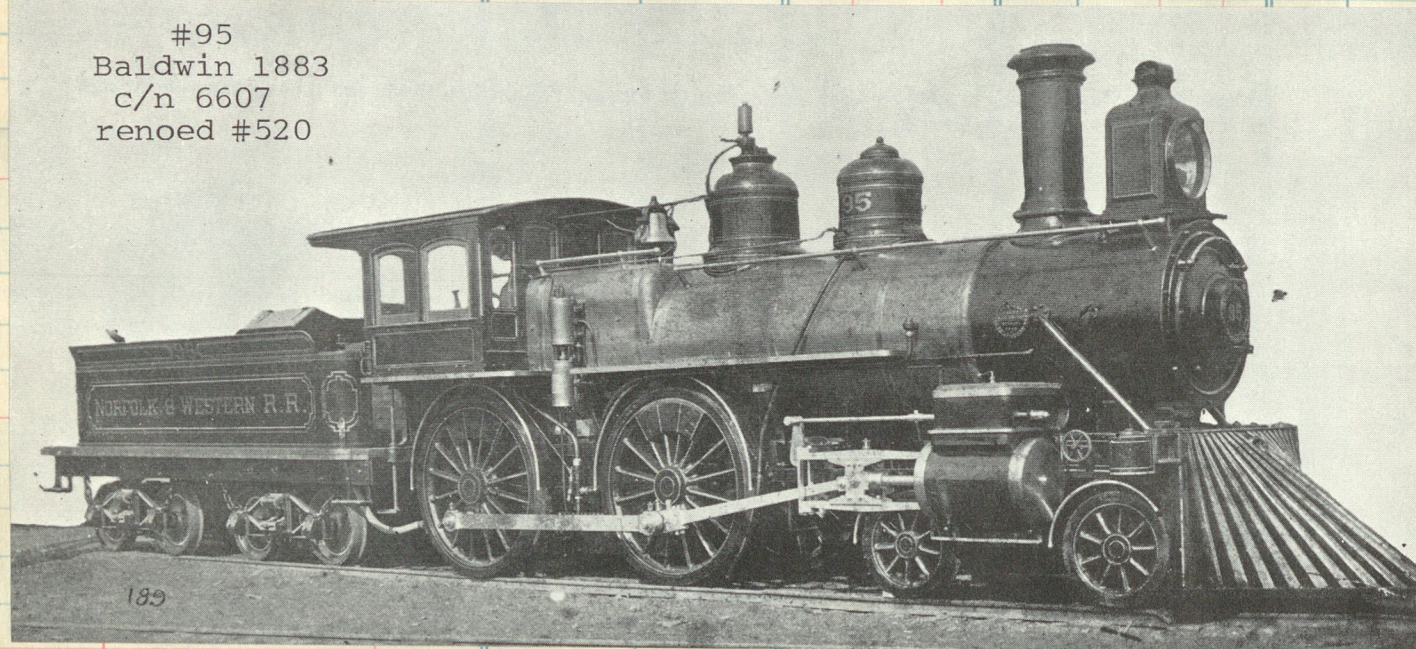
Data from Bill Edson

a. Sold Amount



Clos. No. Sold Amount

#95
Baldwin 1883
c/n 6607
renoed #520

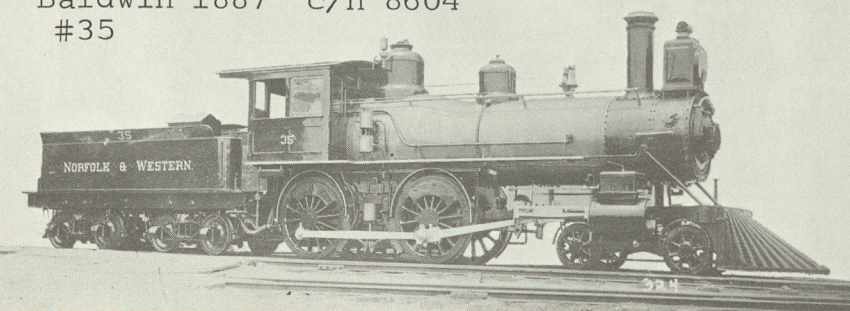


Baldwin 1893 c/n 13333

Baldwin 1883 c/n 6705
later to Brooklyn Dock & Term. #1

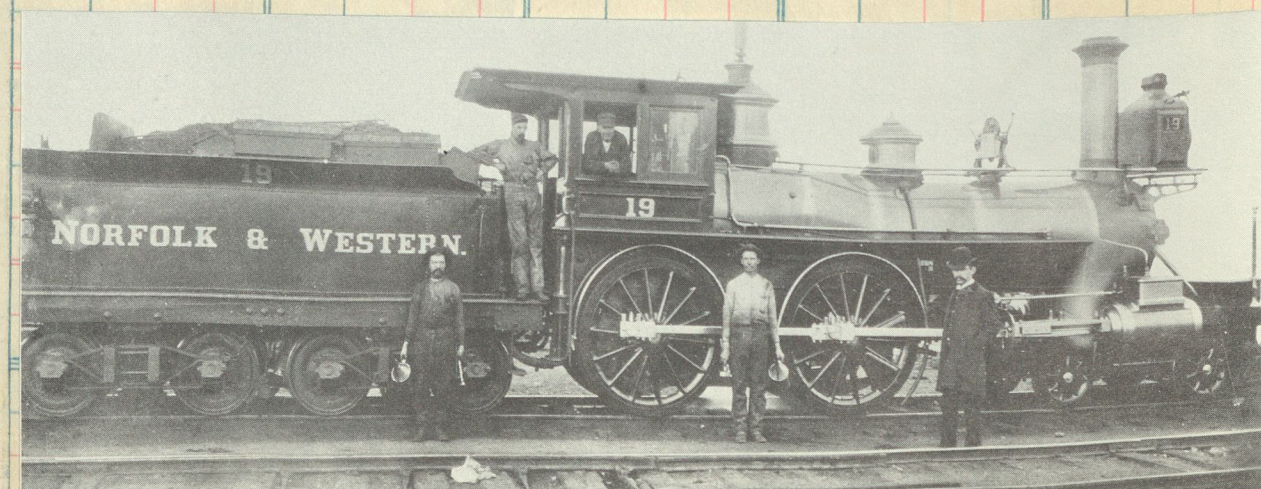
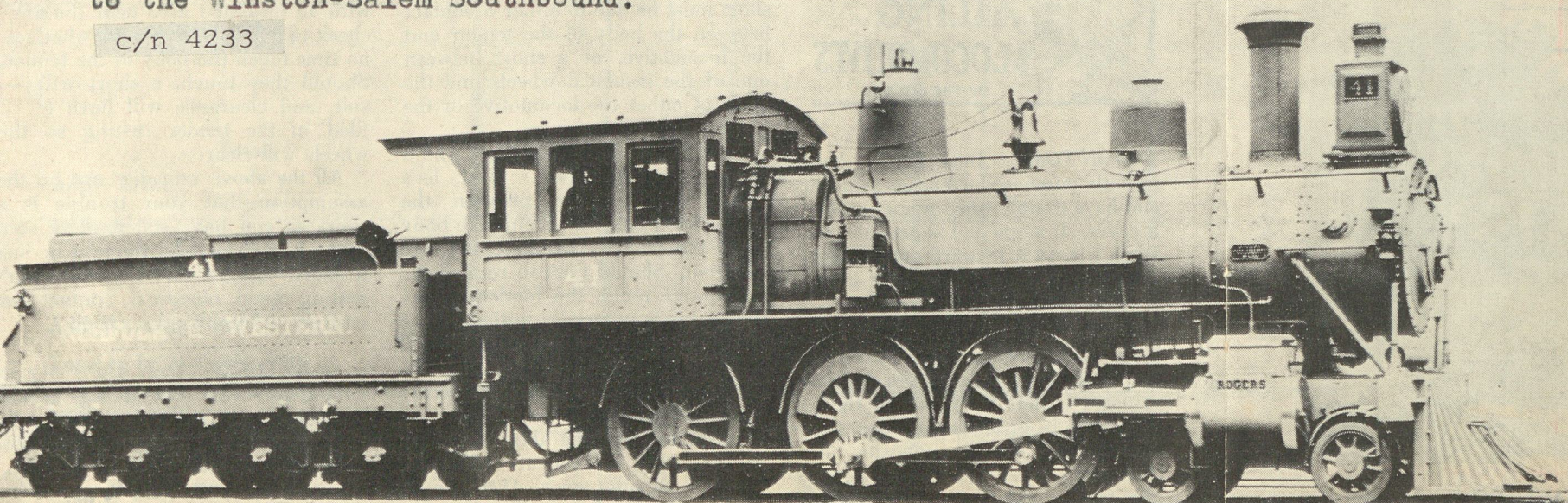


Baldwin 1887 c/n 8604
#35



Built by Rogers in 1889. Cyls were 19x24, dvs 60" & T F 19,024. Sold in 1919 to the Winston-Salem Southbound.

c/n 4233



The 19 was blt as Norfolk & Petersburg #19 by Mason in 1869 c/n 330. Later as AM&O #19, to N&W in 1881 [data fm Edson]

1300-1314

c/n 51019

Richmond 1912

2-6-6-2

85

Clos. No.

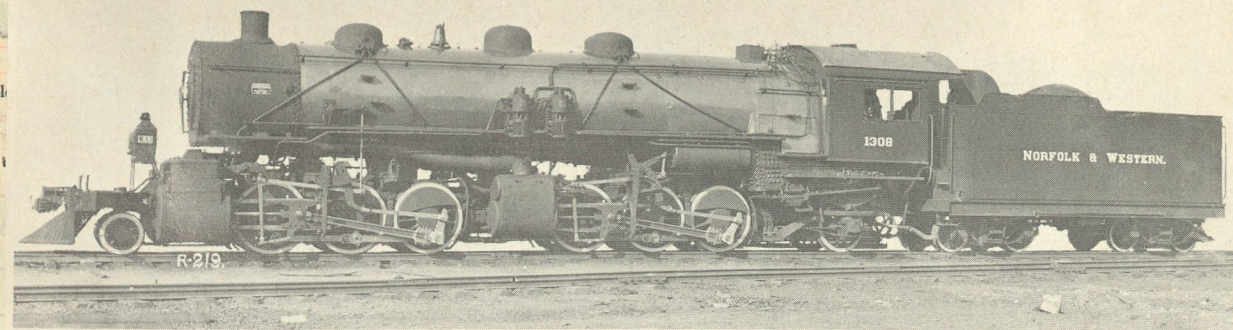


Fig. 82—Mallet Articulated (2-6-6-2) Compound Locomotive for Freight Service. Built for the Norfolk & Western by the American Locomotive Company. Cylinders, 22 in. and 35 in. x 32 in. Steam Pressure, 200 lbs. Diameter of Drivers, 56 in. Tractive Effort, 72,800 lbs. Heating Surface—Tubes, 4,655 sq. ft.; Firebox, 368 sq. ft.; Total, 5,023 sq. ft.; Superheater Surface, 995 sq. ft. Grate Area, 72.2 sq. ft. Wheel Base—Driving, 10 ft. and 10 ft.; Total, 48 ft. 10 in. Weight on Drivers, 337,300 lbs. Total Weight of Engine, 405,000 lbs. Fuel, Soft Coal.

No.

Sold

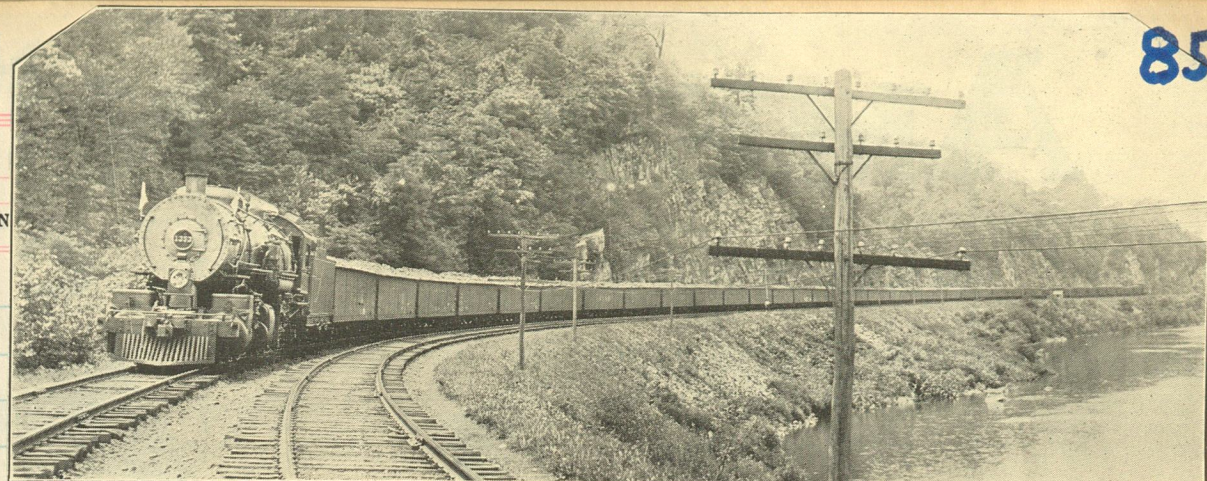
Amount

Clos. No.

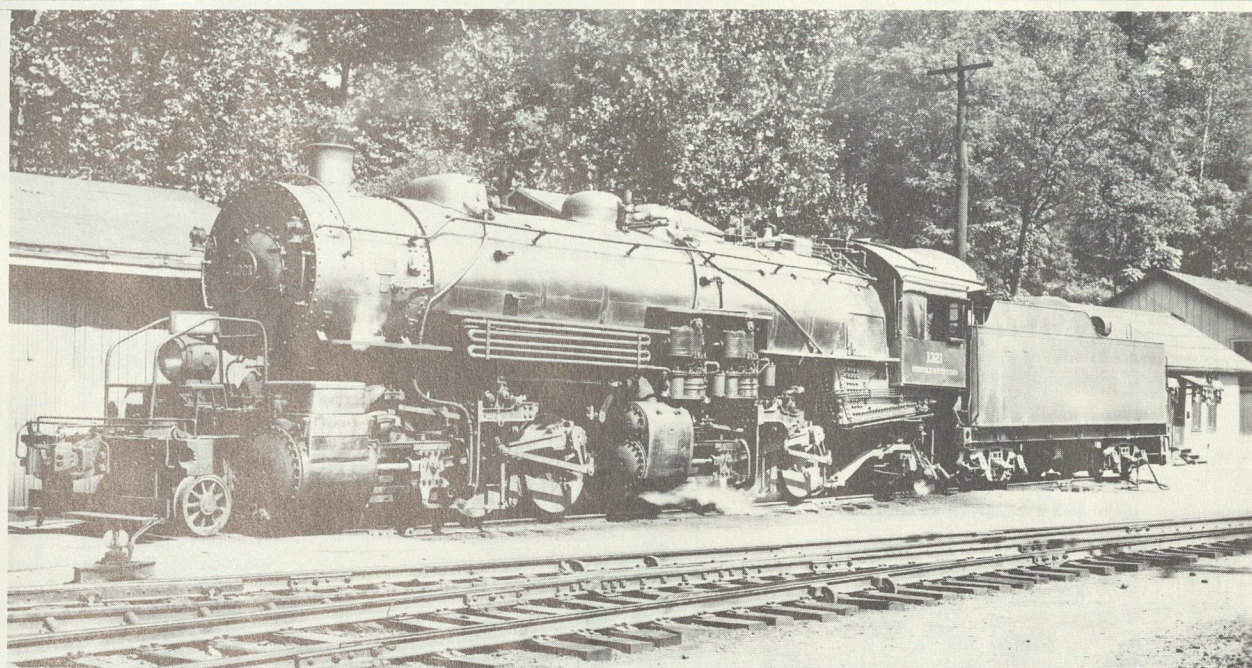
Sold

Amount

Clos. No.



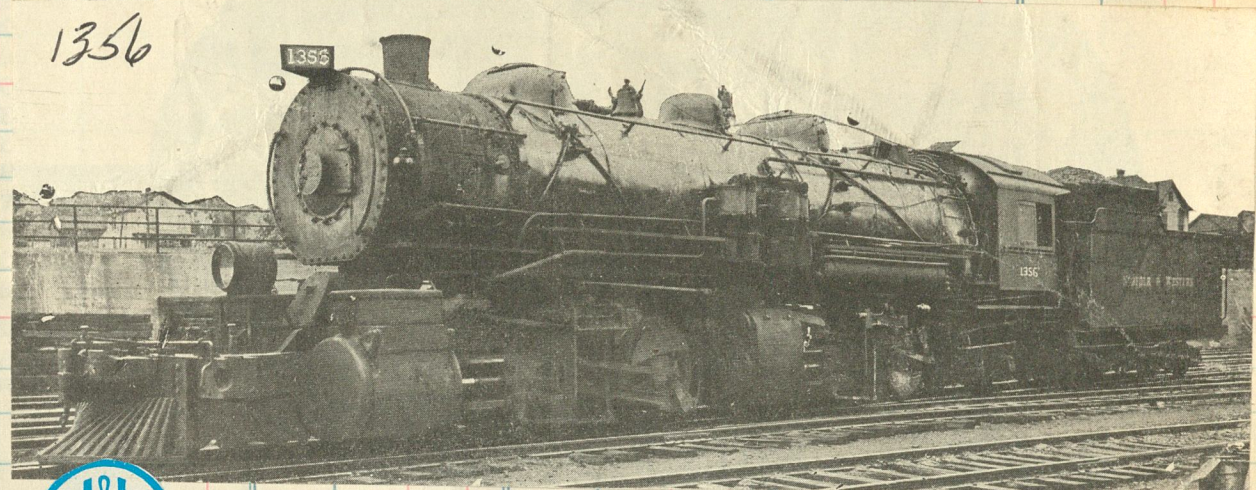
Extra 1353 east with approximately forty loads of coal along the New River. One of the forty 2-6-6-2's, 1340-1379, delivered by Richmond in 1913.



1315-1339

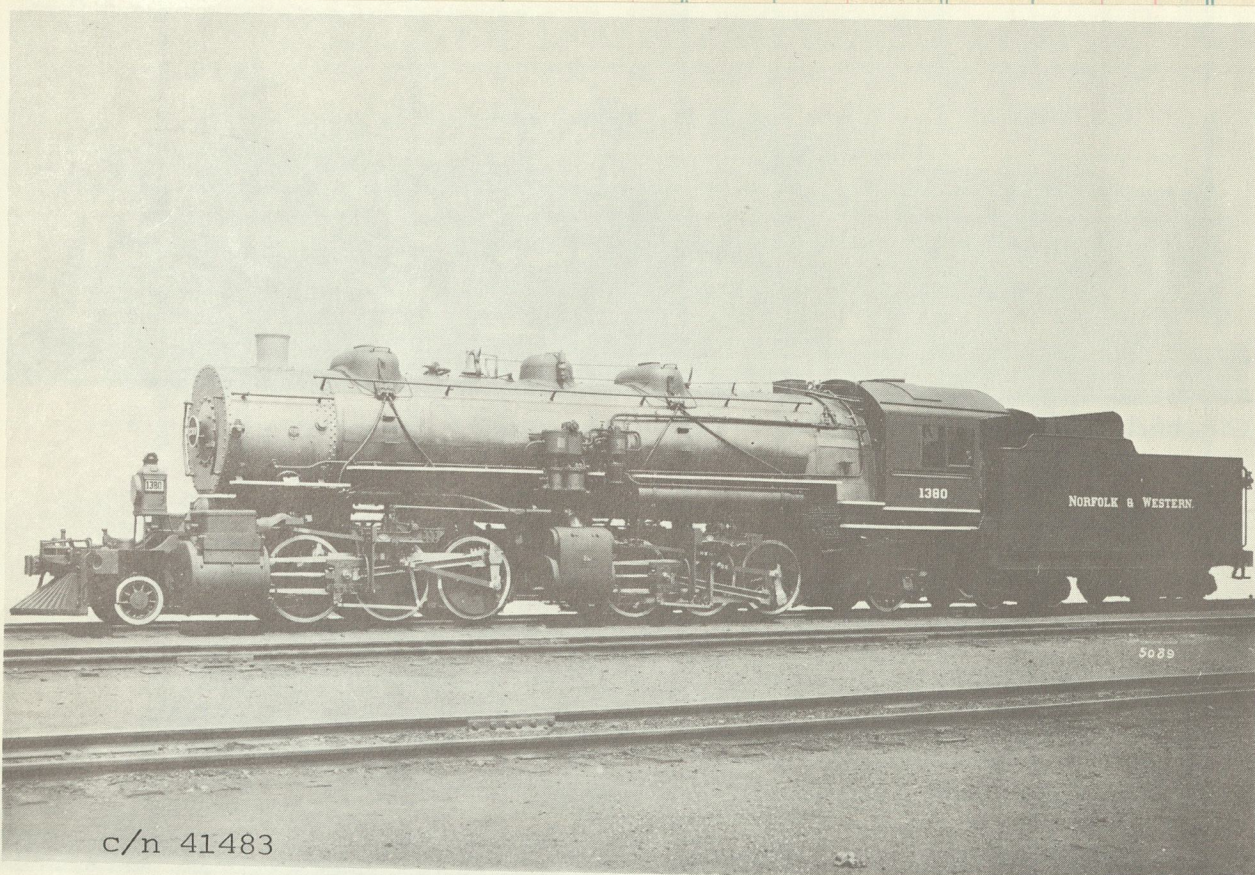
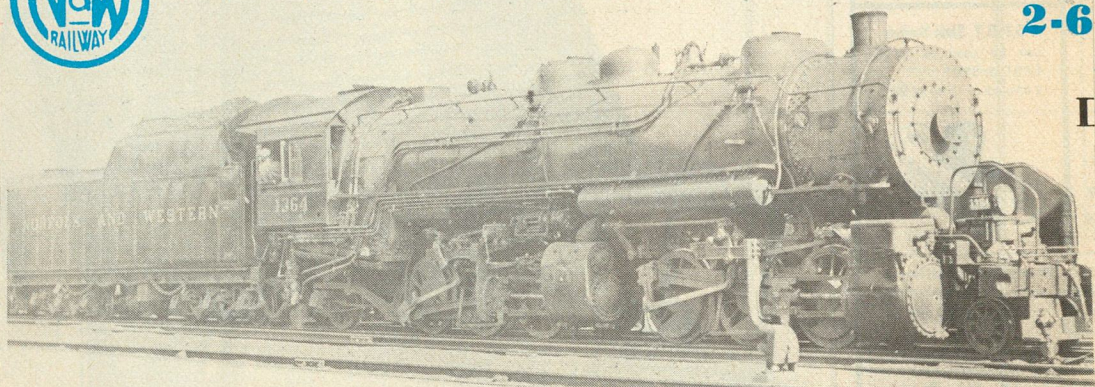
c/n 51475

Richmond 1912



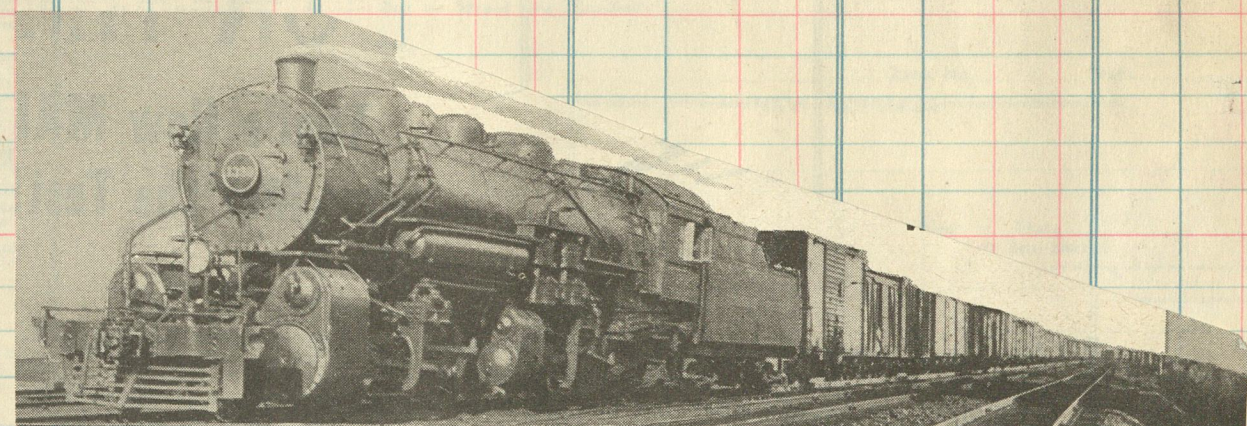
2-6

I



c/n 41483

Norfolk & Western #1380, 1914, 2-6-6-2 type. Baldwin 1380-1419



1420-1449

c/n 55582

Schenectady 1916

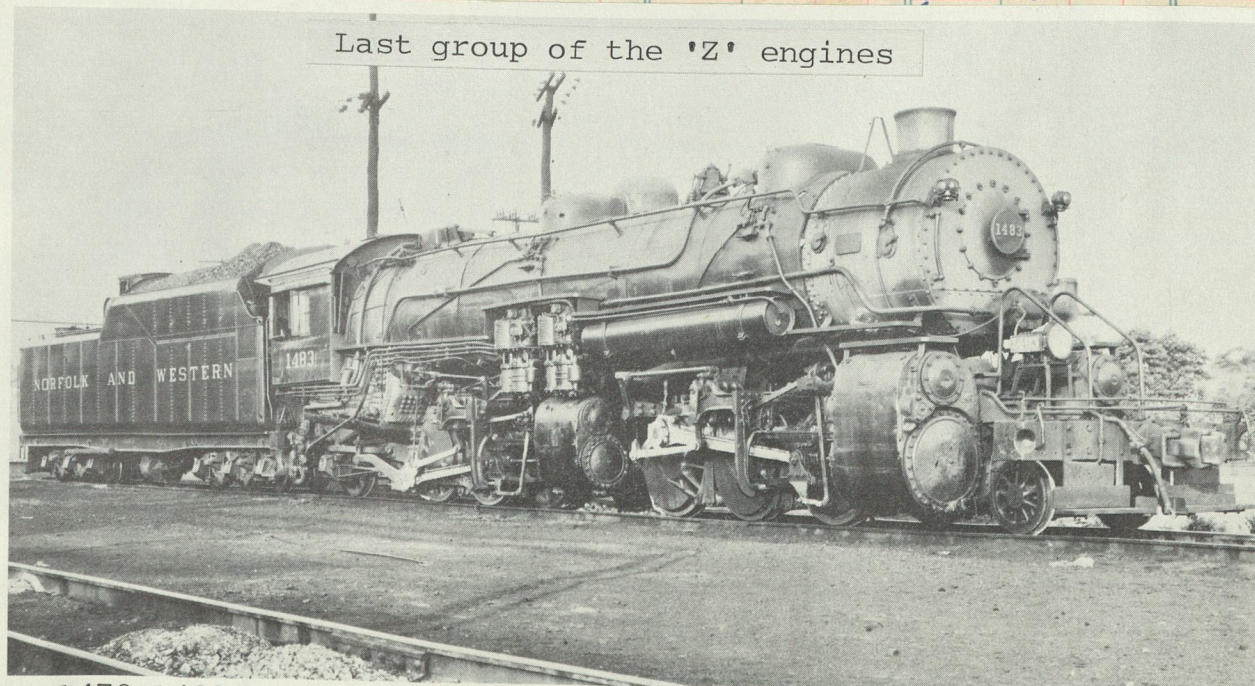
MALLET FREIGHT LOCOMOTIVE

155 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

Cylinders	22 and 35 x 32 in.
Driving wheels, diameter	 56 in.
Steam pressure	200 lbs.
Boiler diameter	83 7/8 in.
Tubes, length	24 ft.—0 in.
“ number	36—5 1/2 in.
“ “	243—2 1/4 in.
Heating surface tubes	4659.9 sq. ft.
“ “ water tubes	26.2 sq. ft.
“ “ fire box	343.2 sq. ft.
“ “ total	5029.3 sq. ft.
“ “ superheater	984.8 sq. ft.
Fire box	108 1/2 x 96 1/8 in.

Grate area	72.2 sq. ft.
Wheel base, driving	10 ft. and 10 ft.
“ “ engine	48 ft.—10 in.
“ “ and tender	79 ft.—2 1/2 in.
Weight, leading	22,700 lbs.
“ driving	337,300 lbs.
“ trailing	45,000 lbs.
“ engine	405,000 lbs.
“ tender	158,000 lbs.
Tender capacity, water	9,000 gals.
“ “ coal	14 tons
Maximum tractive power	72,800 lbs.
Factor of adhesion	4.63

Last group of the 'Z' engines



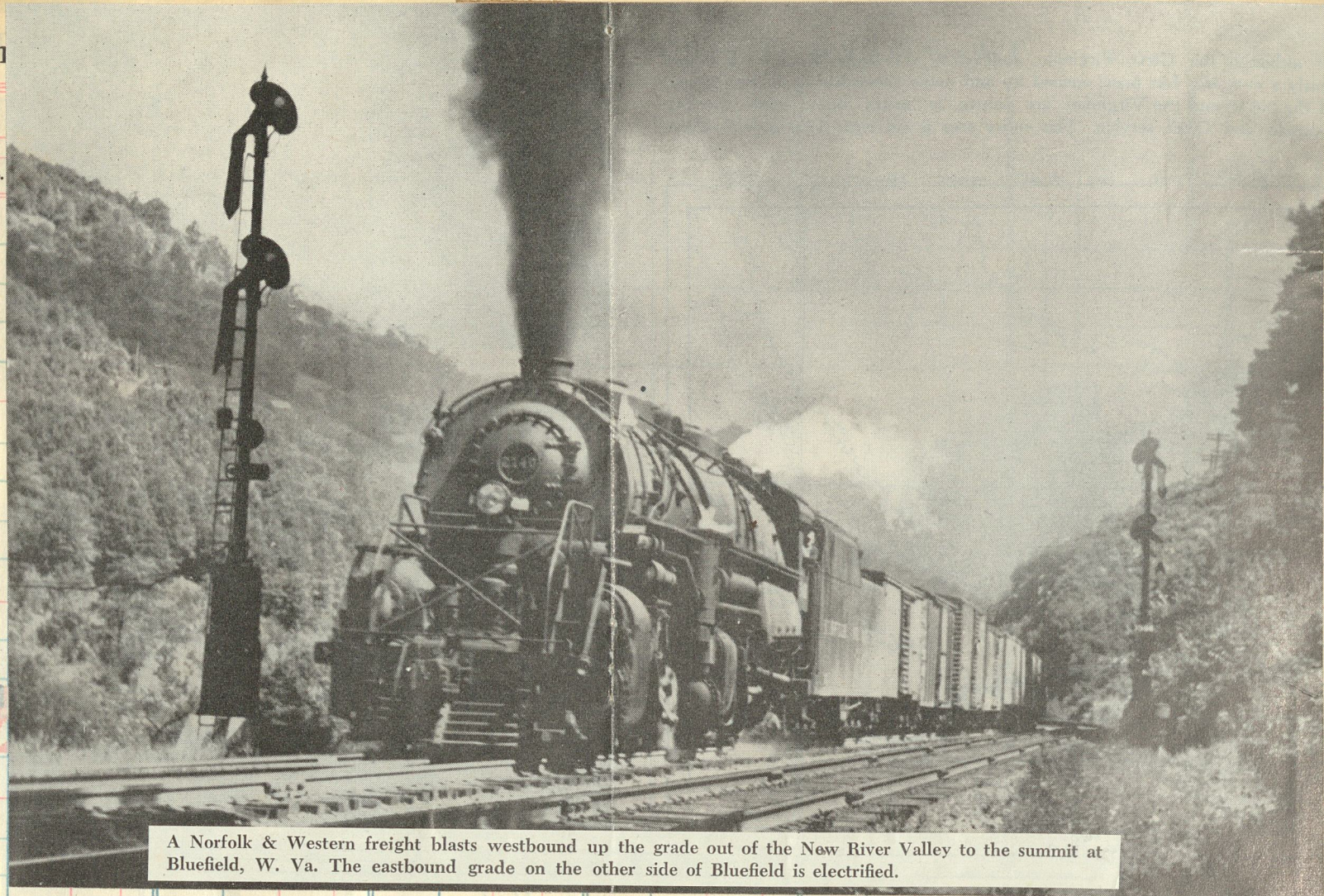
1470-1489

c/n 59882

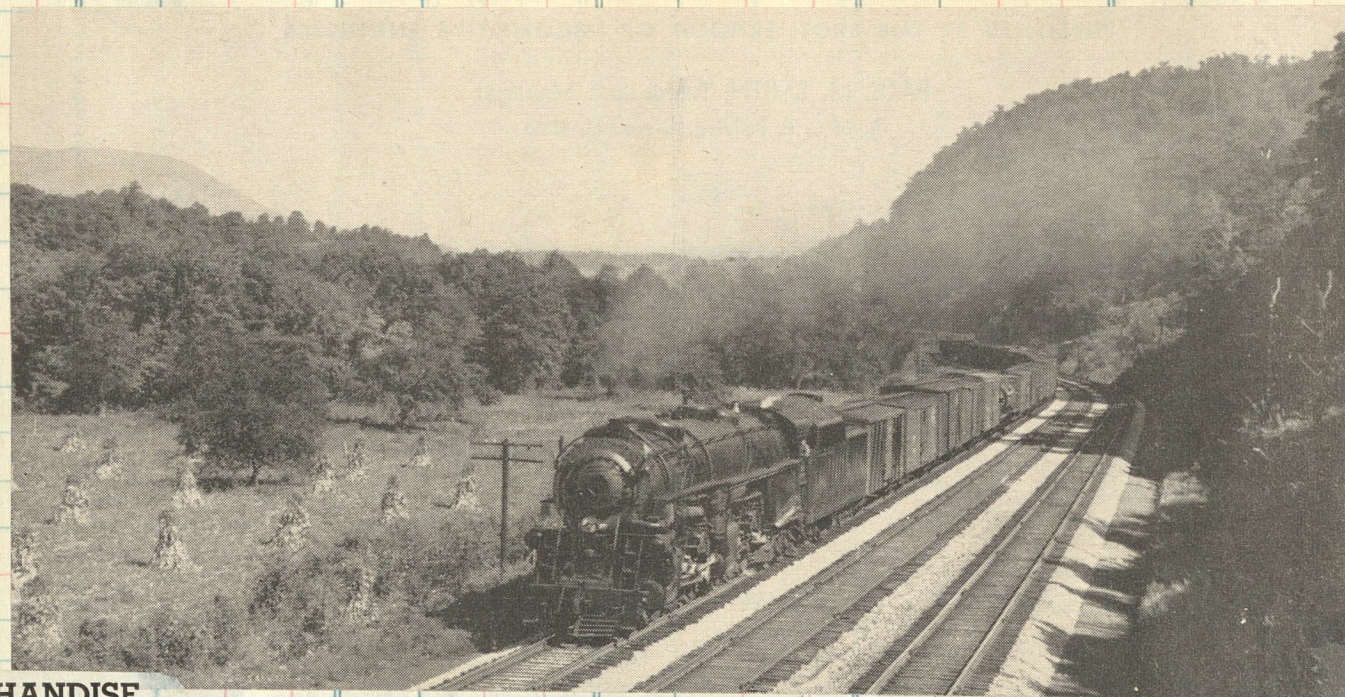
Schenectady 1918



★
Taking
the Curve
Norfolk & Western Railroad's
Engine 2000 taking a
big bend with a
heavy freight
drag



A Norfolk & Western freight blasts westbound up the grade out of the New River Valley to the summit at Bluefield, W. Va. The eastbound grade on the other side of Bluefield is electrified.



FOUR FAST MERCHANDISE FREIGHT TRAINS DAILY

The Skipper and The Pilot—eastbound—The Nomad and The Caravan—westbound—fast, modern Norfolk and Western merchandise freight trains operate on regular daily schedules between the Midwest and the Virginias and Carolinas. Carload and less-than-carload shipments are handled with promptness and dispatch via this dependable rail route. Every care is taken to insure the utmost safety. On your next shipment, specify Precision Transportation for efficient, economical service.

2-6-6-4 #1203 glides along with timecard tonnage near Belspring

A Y-6 2-8-8-2 with a manifest at mile post 280, near Christiansburg.



Extra 2107, an eastbound fruit block



Another manifest at M P 280, engine is the 2073

"When a Really Good Watch is Desired —I Advise a Hamilton"



ENGINEER J. B. MEREDITH of the Norfolk & Western Railroad knows a thing or two about watches. When he makes a statement like the above you can be sure that he means it.

Engineer Meredith has been carrying a Hamilton since 1897. It has given him time satisfaction in work requiring a watch that must be accurate.

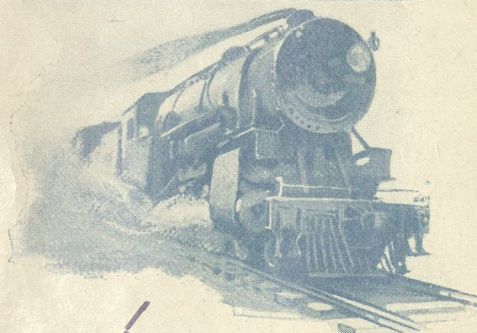
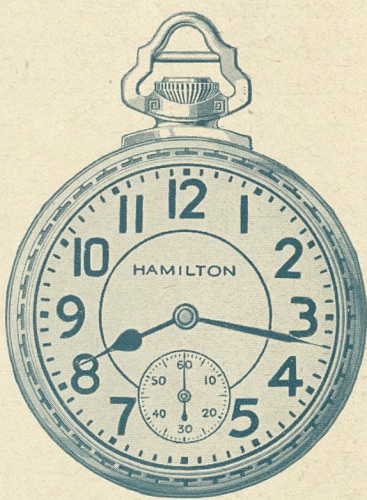
The rigorous demands of railroad service call not only for accuracy but for dependability too, and so it is that you'll find the Hamilton the favorite of most railroad men.

Thousands of railroad men depend upon them day after day, and year after year, and find them, with proper care, always on the job.

When you purchase a watch, keep Hamilton accuracy and Hamilton dependability in mind. This combination is an assurance of economical watch service, the kind of service that railroad men want.

HAMILTON
"992"
RAILROAD
MODEL

Here is the watch that Hamilton has designed especially for railroad men. The sturdily wrought case is fashioned of 14K Filled Gold and has a unique pendant construction that is practically dust-proof. The bow is equipped with a special, adjustable screw bar which prevents bow pulling out.



1925

HAMILTON WATCH COMPANY
"On the Lincoln Highway"
LANCASTER, PENNA., U. S. A.

Hamilton Watch

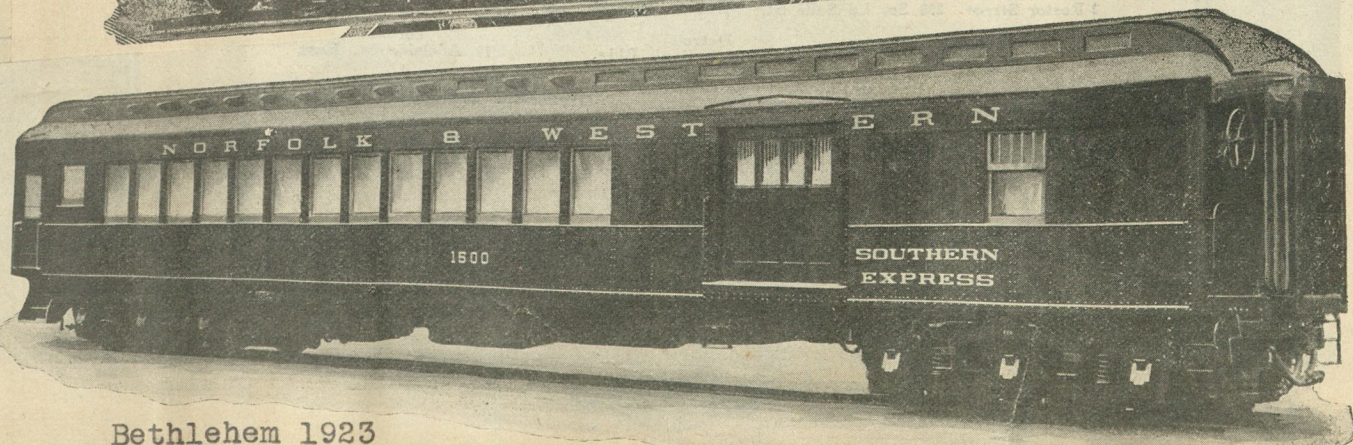
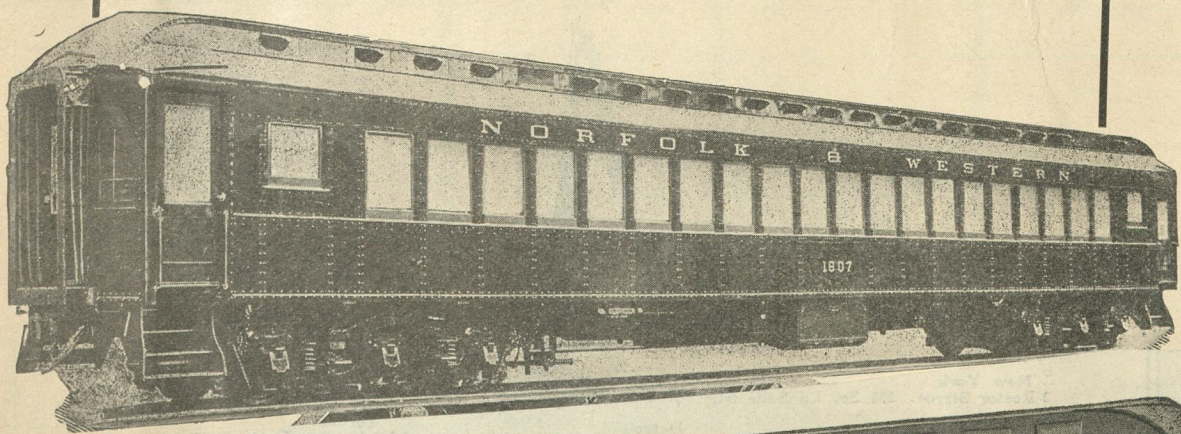
"The Railroad Timekeeper of America"

Norfolk & Western's Camelback Prairie

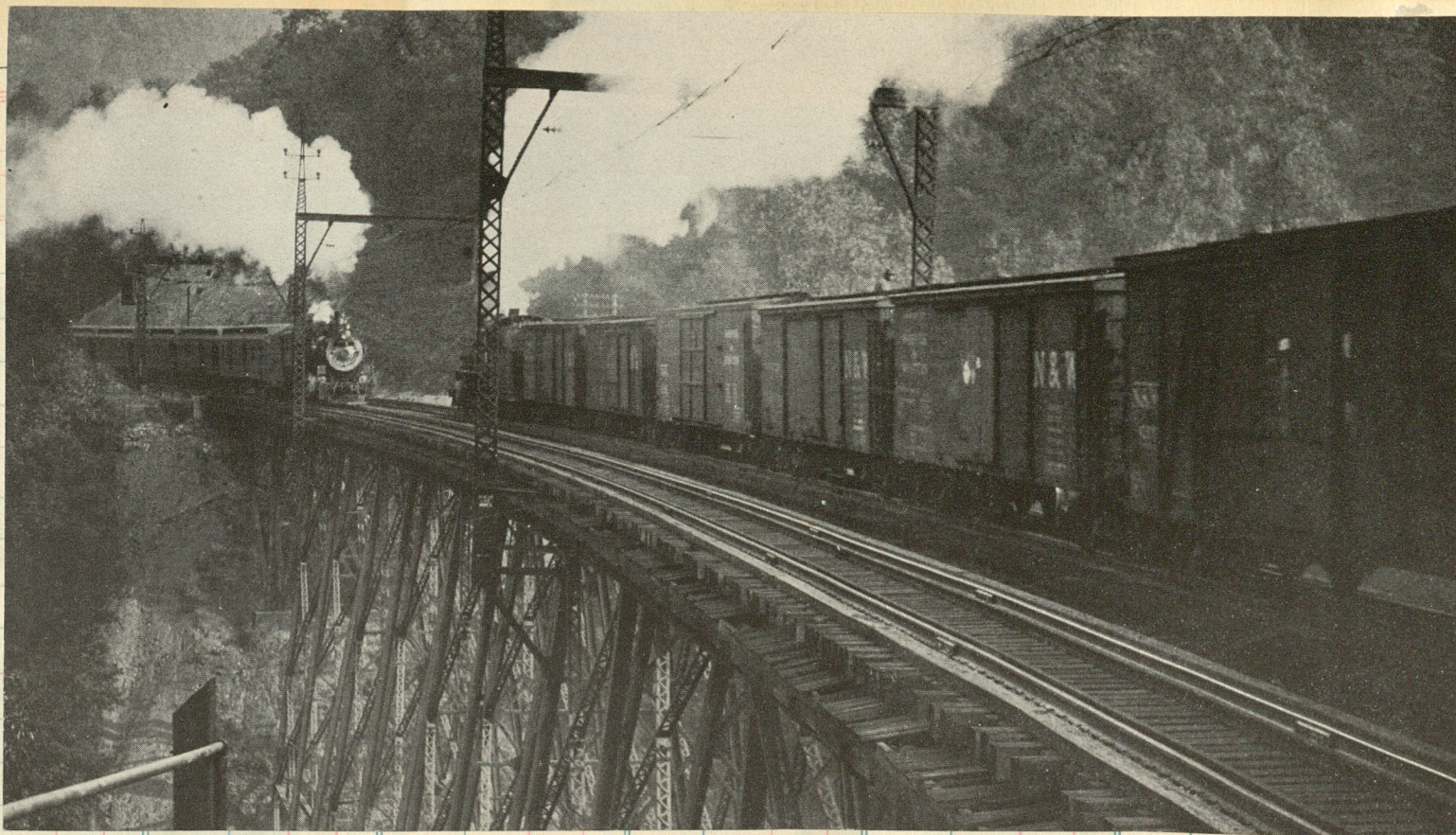
c/n 29718



N&W's Blacksburg Branch was once the Virginia Anthracite Coal & Railway Company which, because of the hard coal allegedly produced in its Merrimac Mines, purchased a center-cab 2-6-2 from Alco's Richmond Works in 1904. When N&W acquired the VAC&RC by foreclosure in 1912, the Mother Hubbard went along with the deal and—as N&W's second No. 91—turned out to possess the largest firebox on the road at that time. Not only that, but the Prairie continued to work for N&W as a two-cab locomotive for the balance of her life... which terminated under the torch January 29, 1916, at the Roanoke Shops. Is there anyone in TRAINS' readership with a photo of her as N&W No. 91?

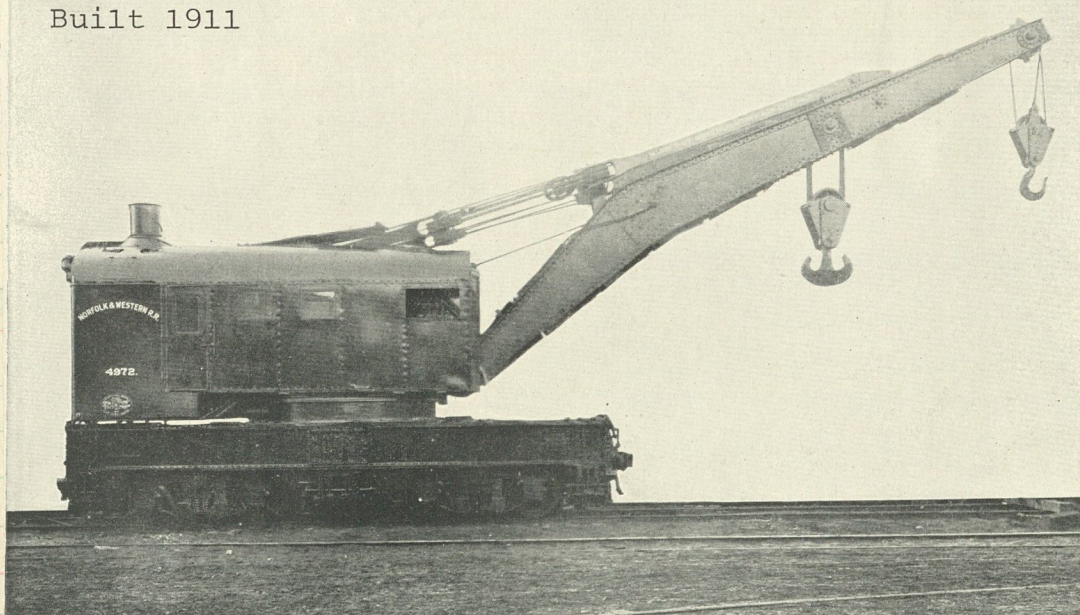


Bethlehem 1923



On the recently completed electrified section near Vivian, 1915.

Built 1911

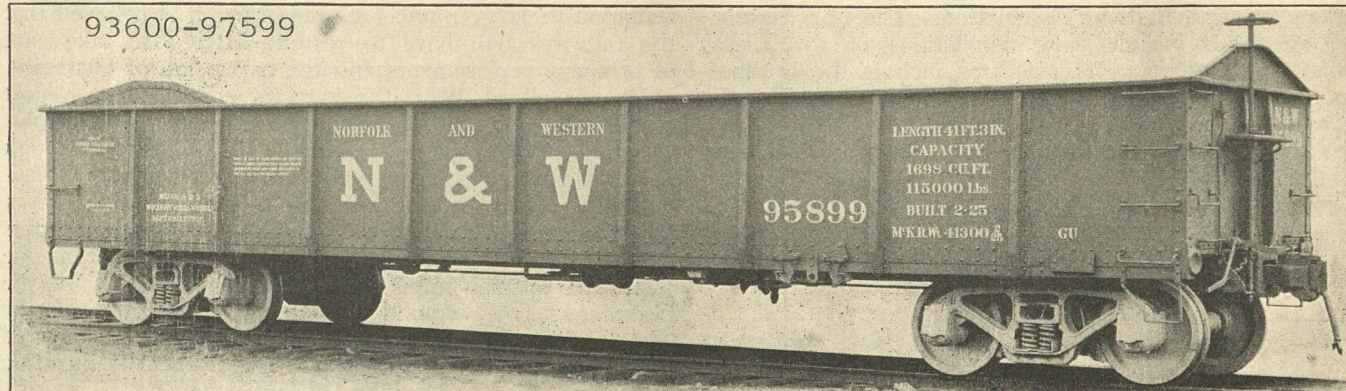


THE MOST POWERFUL WRECKING CRANE YET BUILT.

This appliance, designed by the Industrial Works, is able to lift 150 short tons at 17 feet radius.

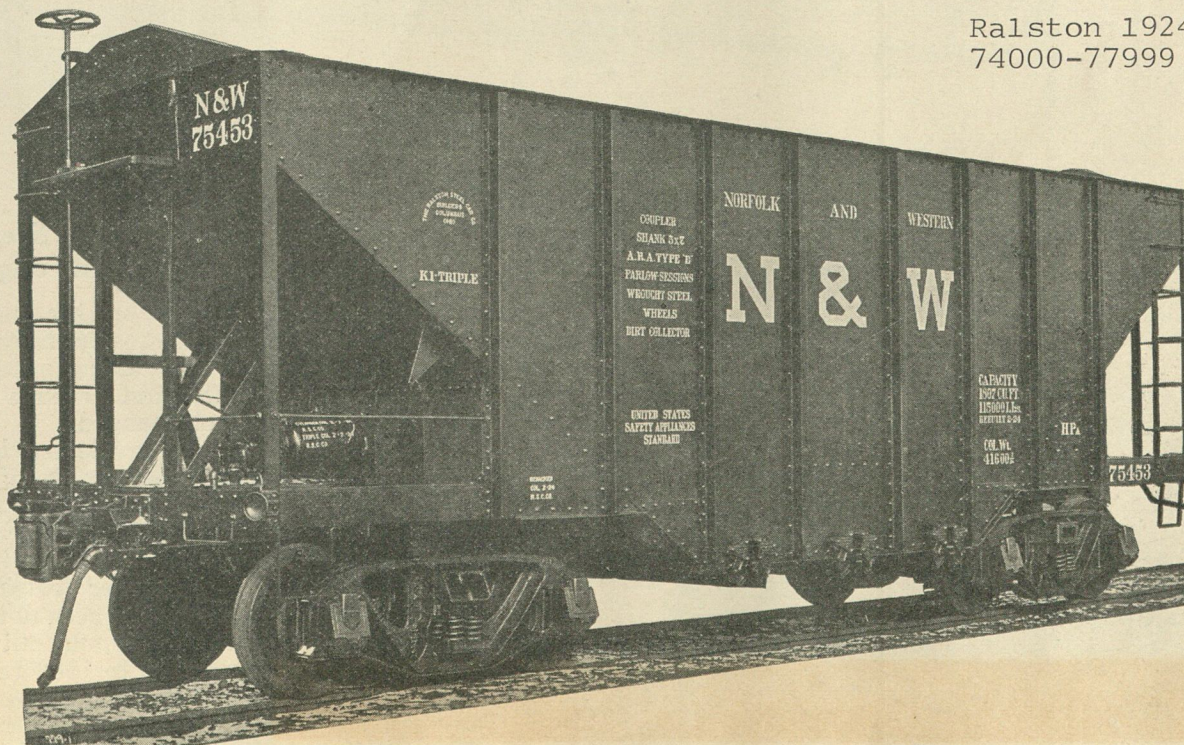
1911

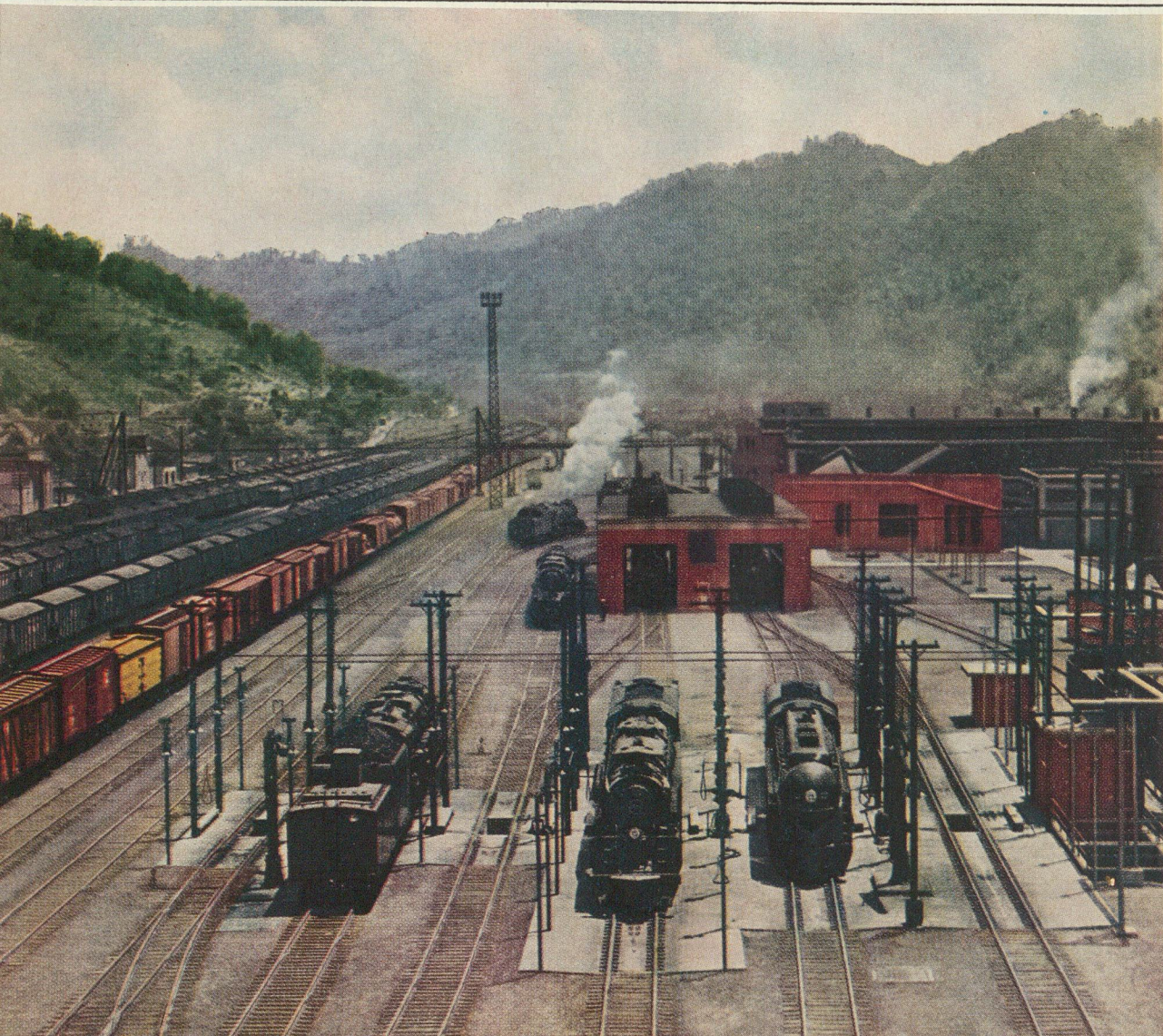
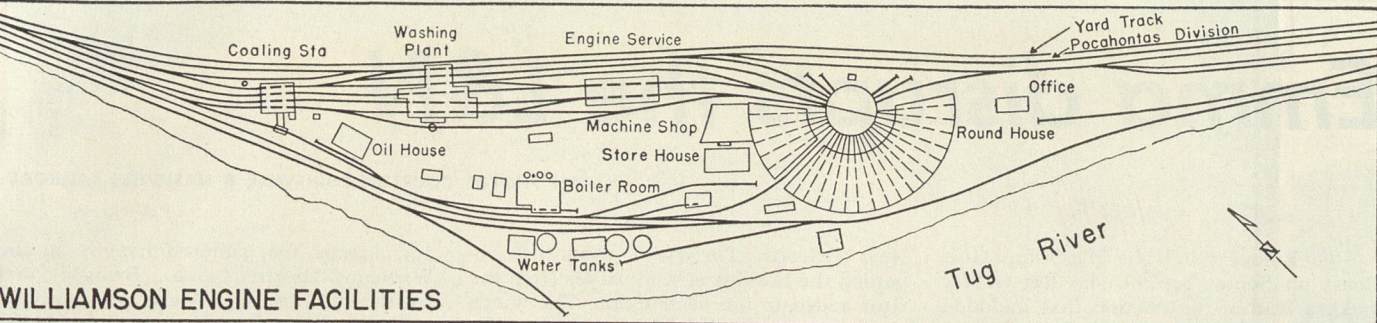
93600-97599



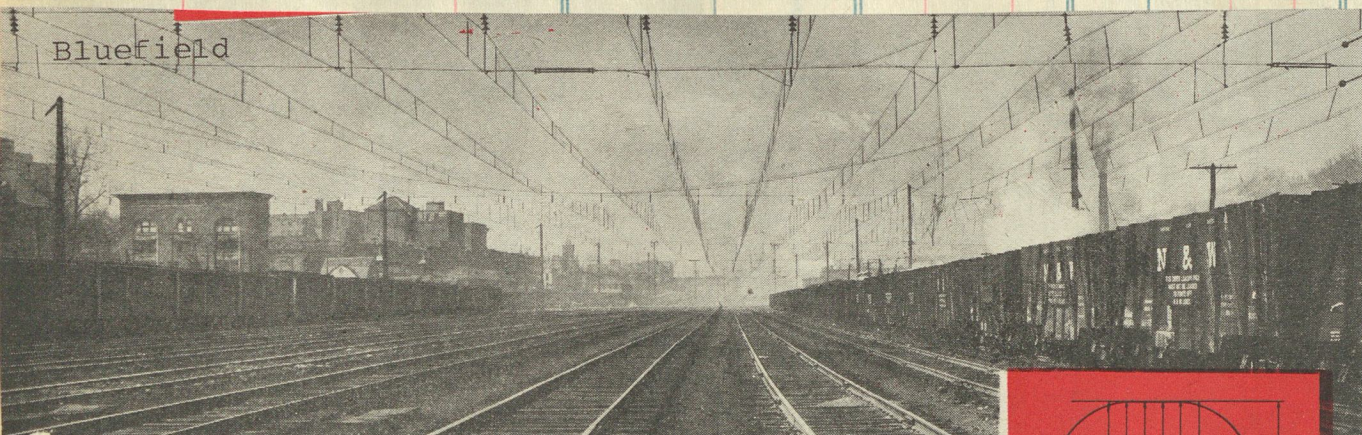
Norfolk & Western All-Steel Gondola, 115,000 lb. Capacity Built by the Pressed Steel Car Company 1925

Ralston 1924
74000-77999

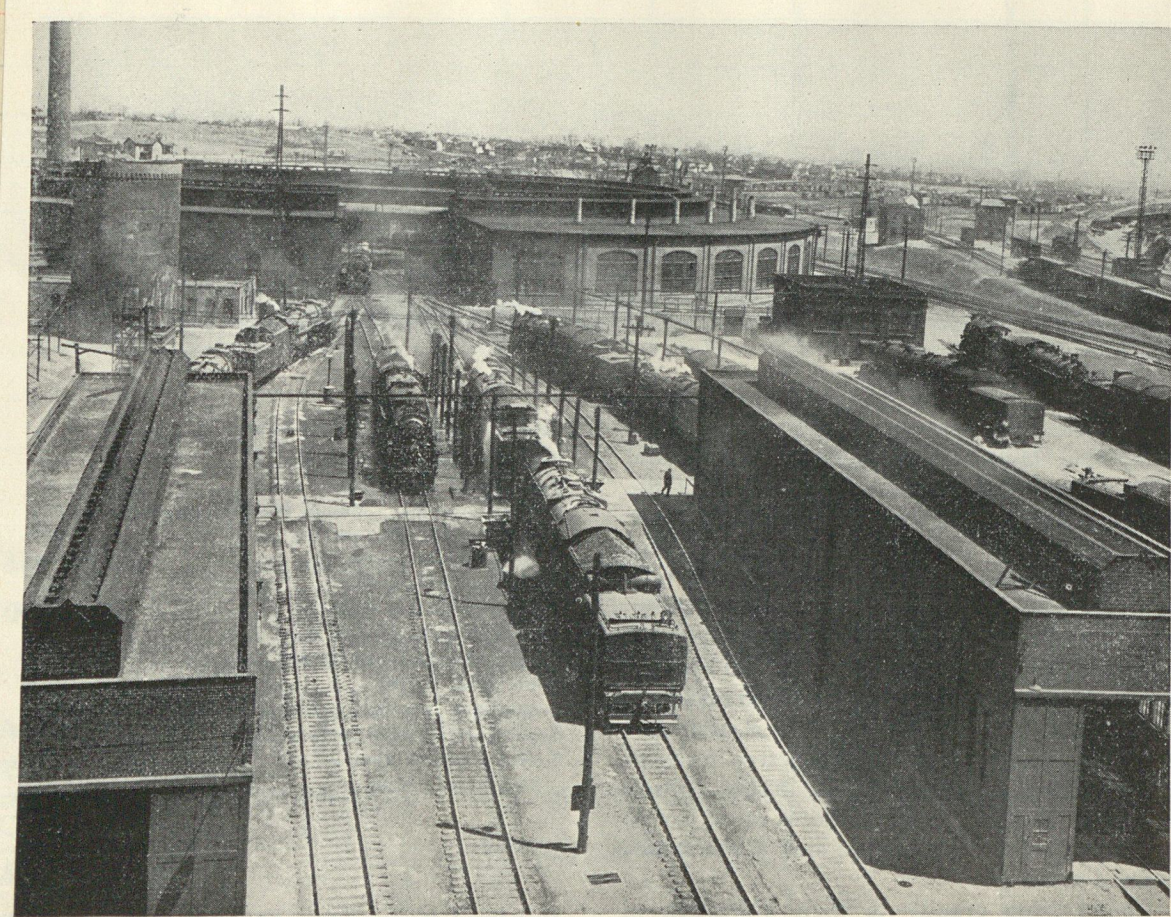




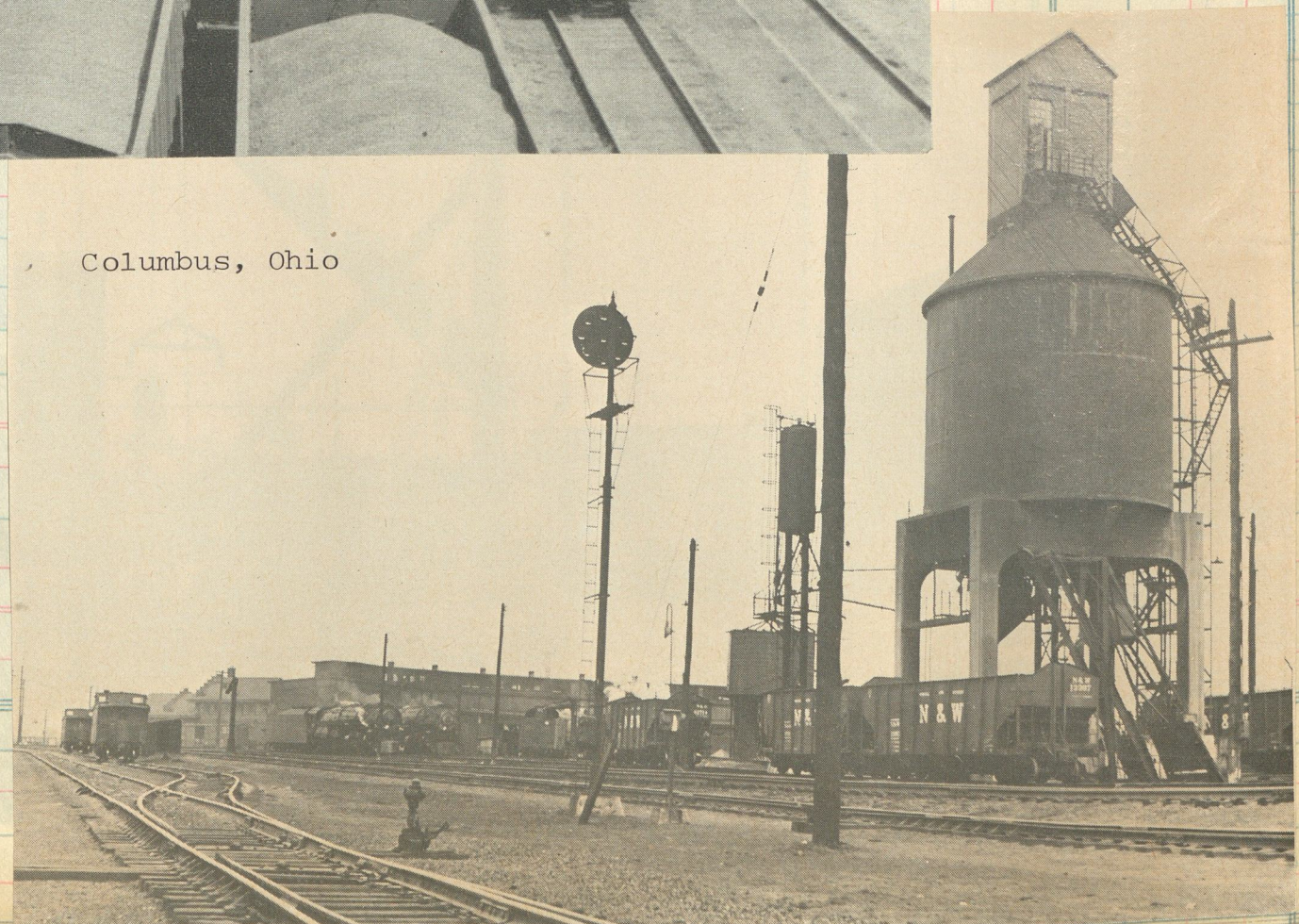
Engine service facilities at Williamson, junction point of the Scioto and Pocahontas divisions.

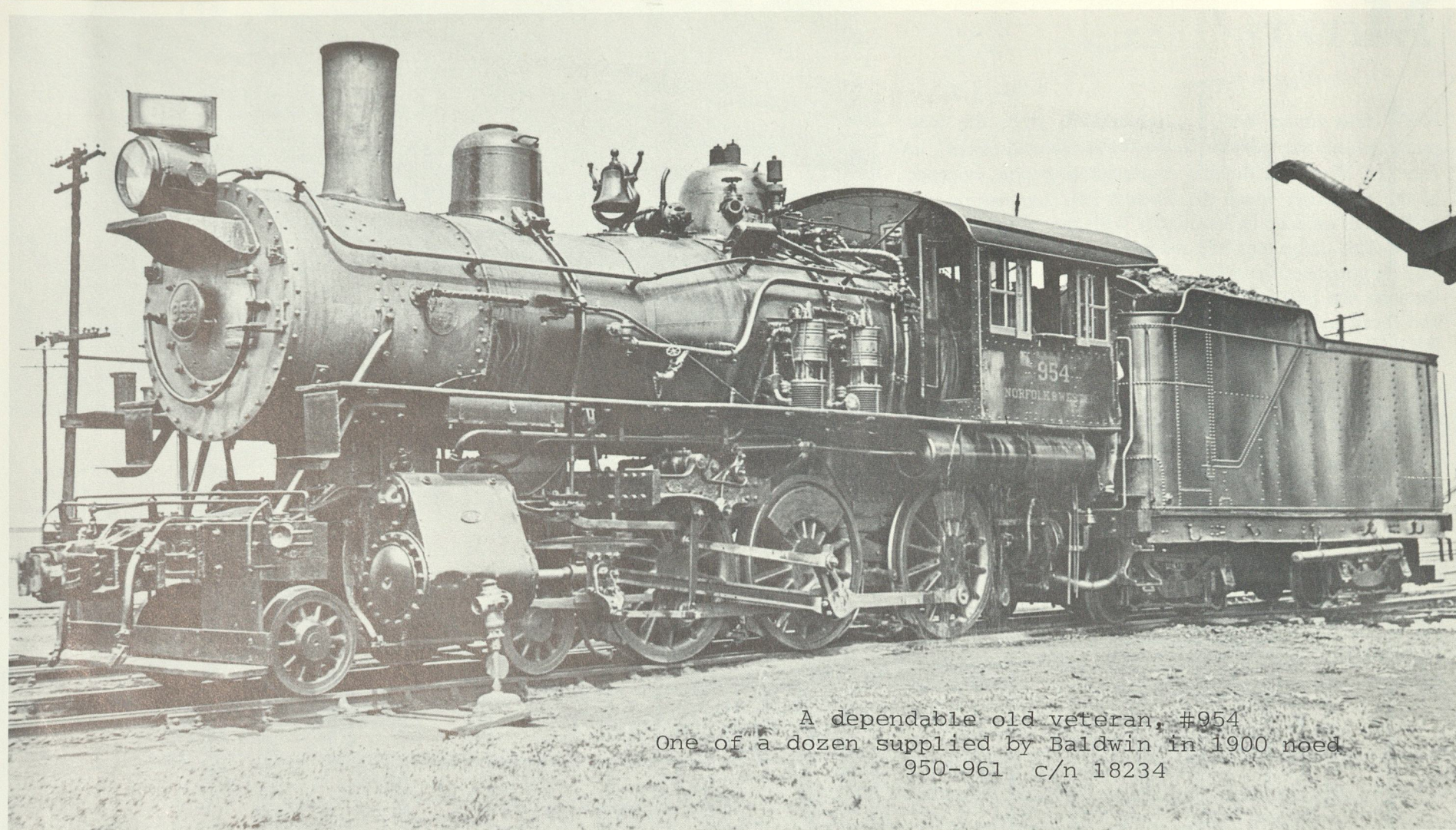


N&W Portsmouth, Ohio, yard and engine terminal ash pits. Hump yard retarders are at the right.

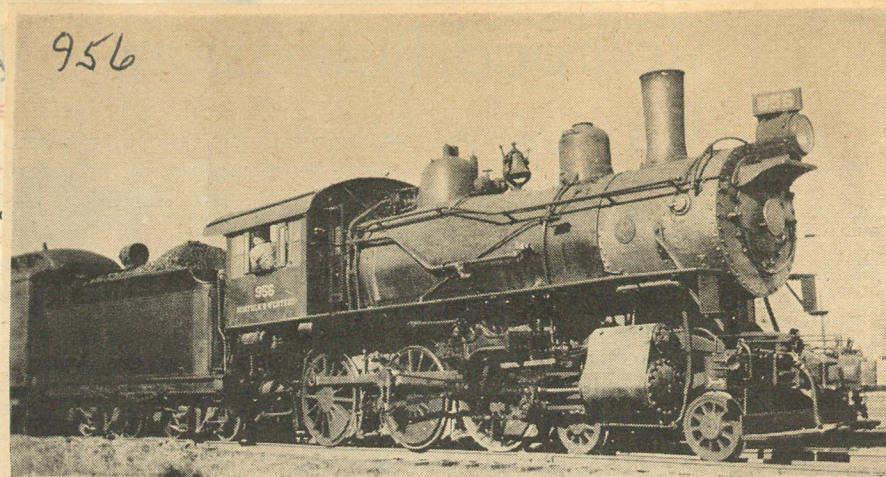


Shaffers Crossing Engine Terminal at Roanoke



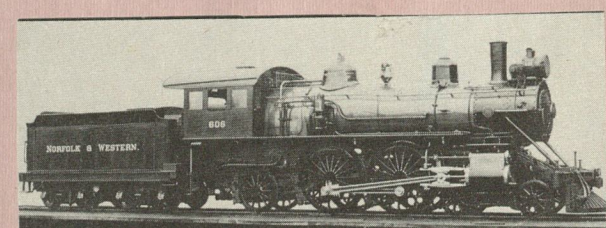


A dependable old veteran, #954
One of a dozen supplied by Baldwin in 1900 noed
950-961 c/n 18234

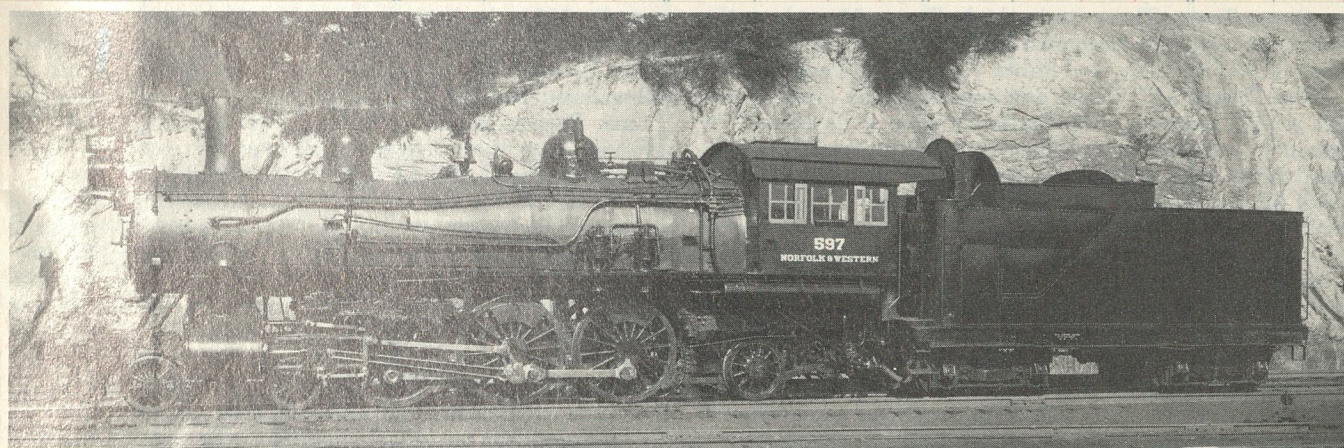


Richard E. Prince, Jr.

Clos. No. Sold Amount

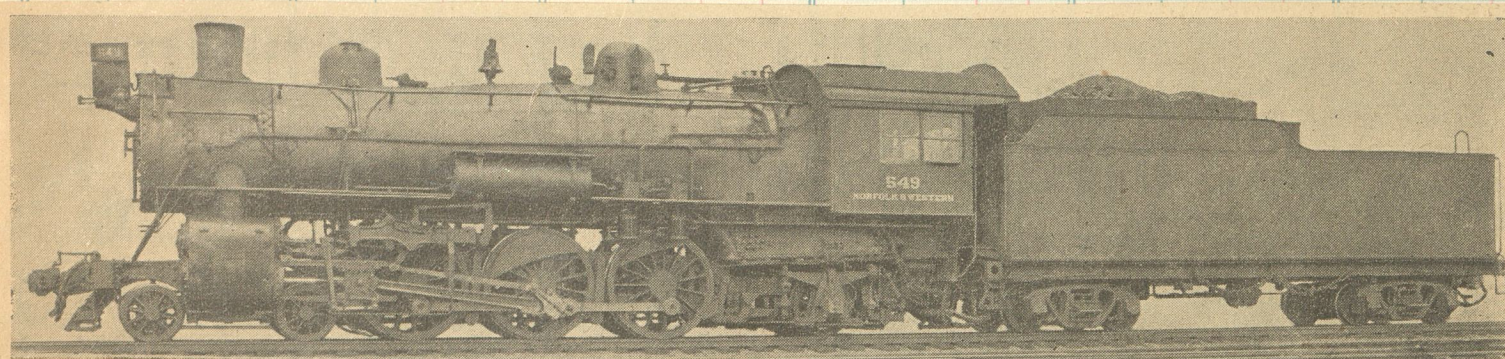
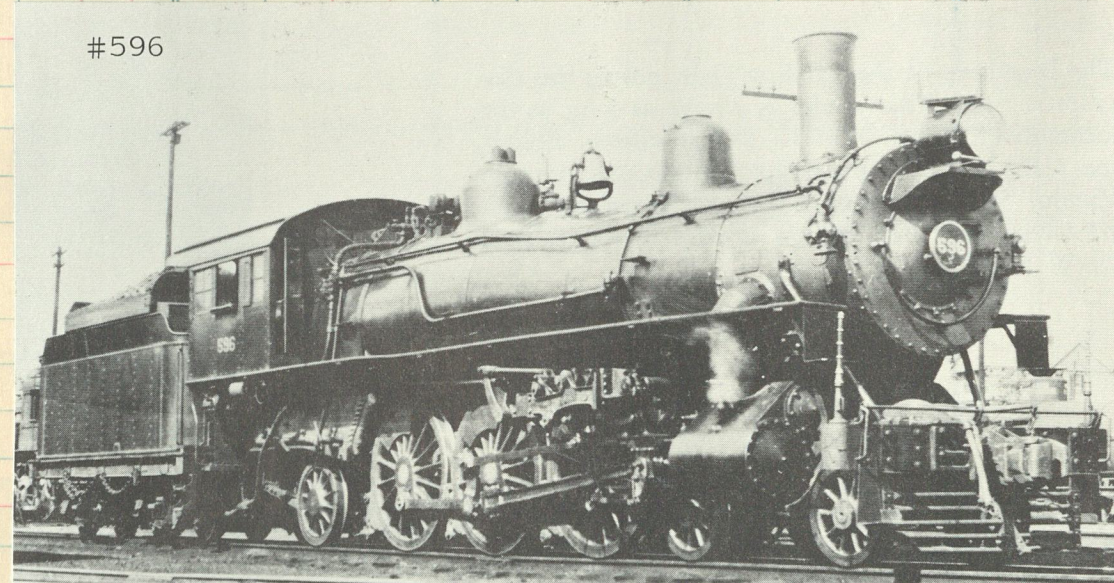


The N&W had only seven 4-4-2's
on the roster. One being the
#606 blt by Baldwin in 1904
c/n 23922

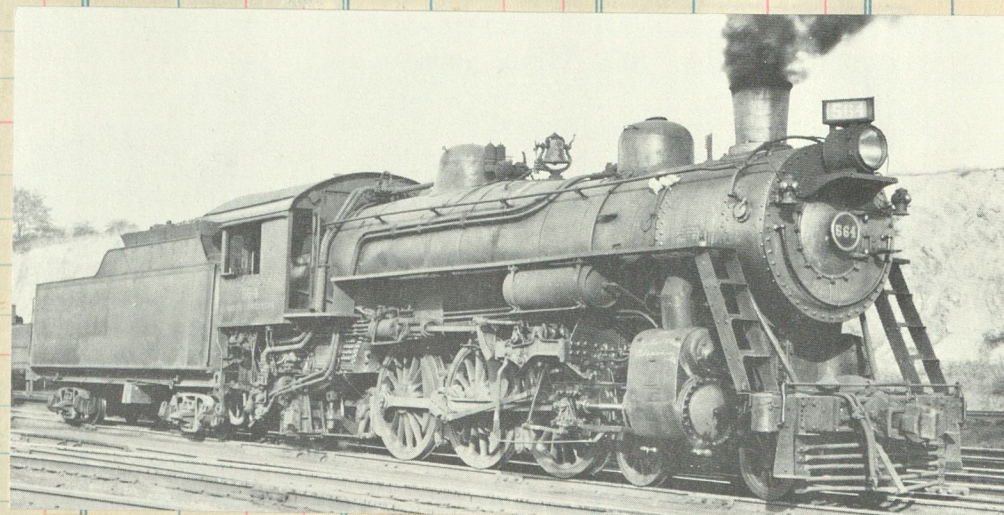


The first 4-6-2's on the N&W was five engines noed 595-599
Built at Richmond in 1905. #597 had c/n 25939

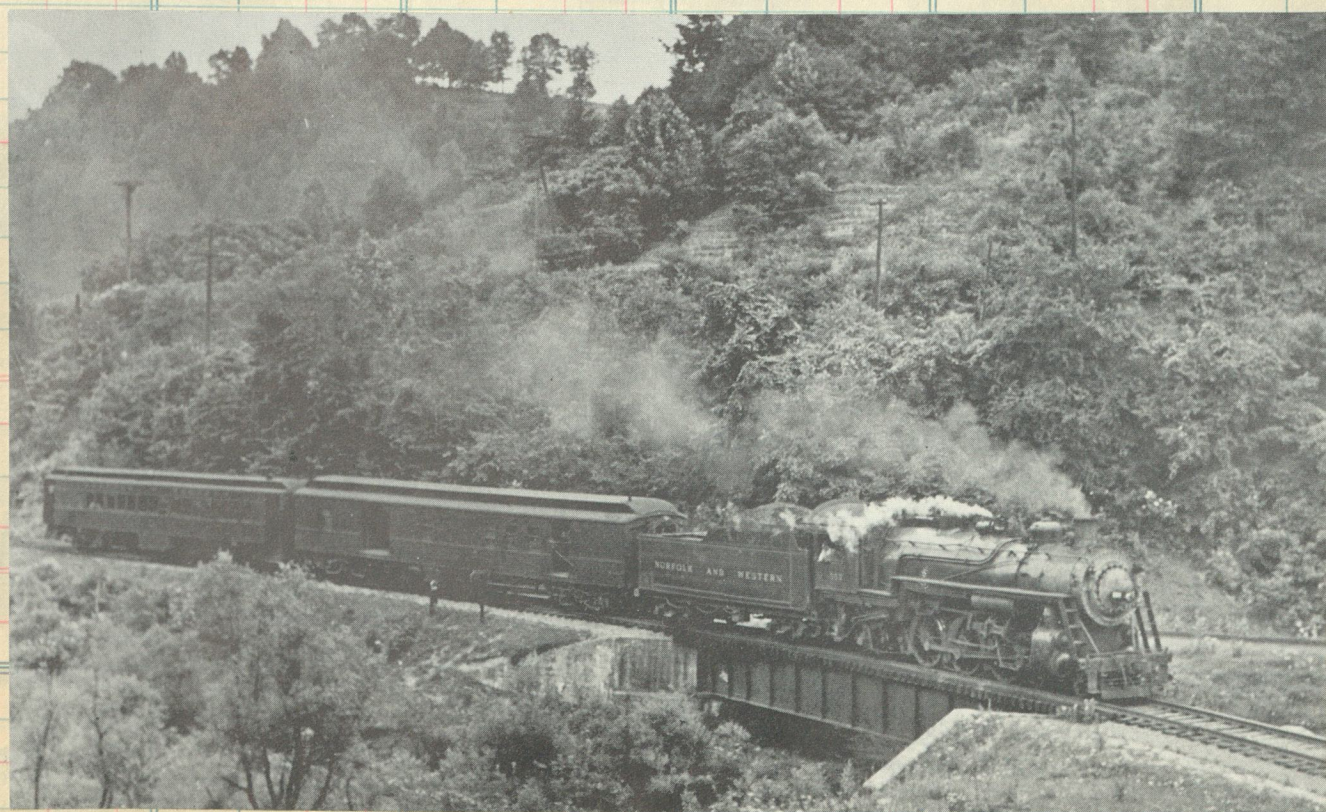
#596



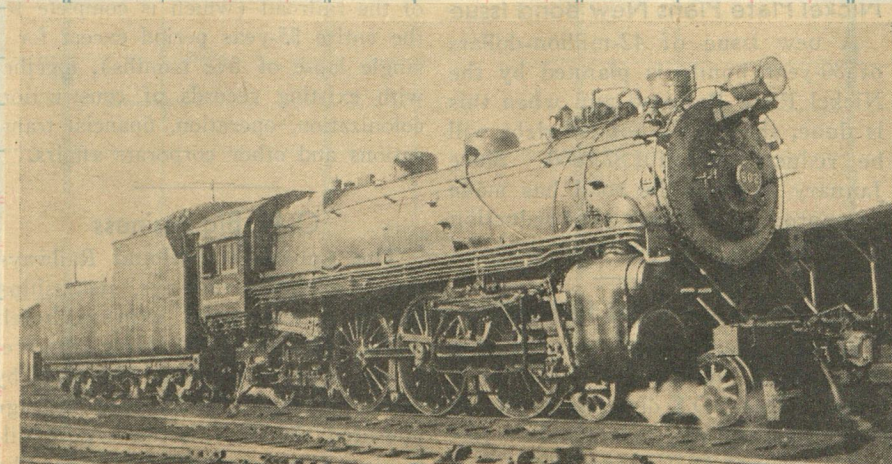
Roanoke built five in 1913 noed 548-552



Ten from Richmond, nos 564-573, in 1910
c/n 44252



Even the secluded branches could warrant 'Precision Transportation'.



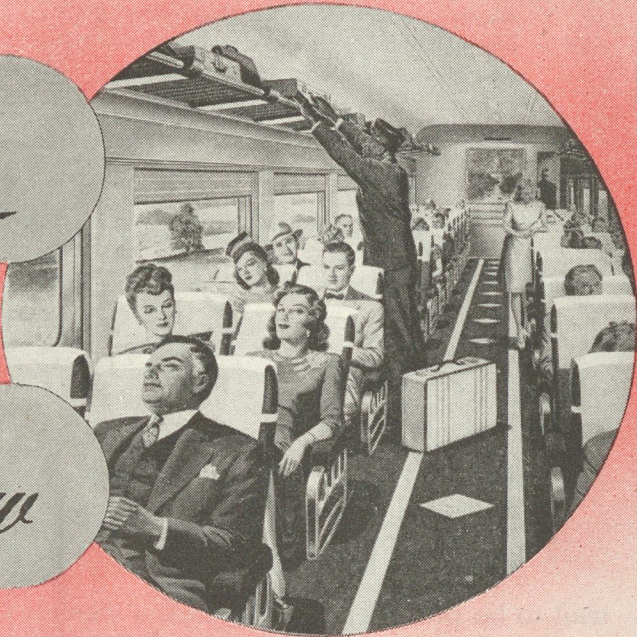
Richard E. Prince, Jr.

NORFOLK & WESTERN'S PASSENGER ENGINE 502
This engine is used on the N. & W's. crack train, "The Pocahontas."

In the summer of 1930 the N&W purchased
five P.R.R. K-3s class Pacifics and noed
them 500-504. #502, ex PRR #7095, built
by Baldwin 1913 c/n 39764.

Fast COMFORTABLE STREAMLINED TRAVEL BETWEEN THE WEST AND THE VIRGINIA SEASHORE

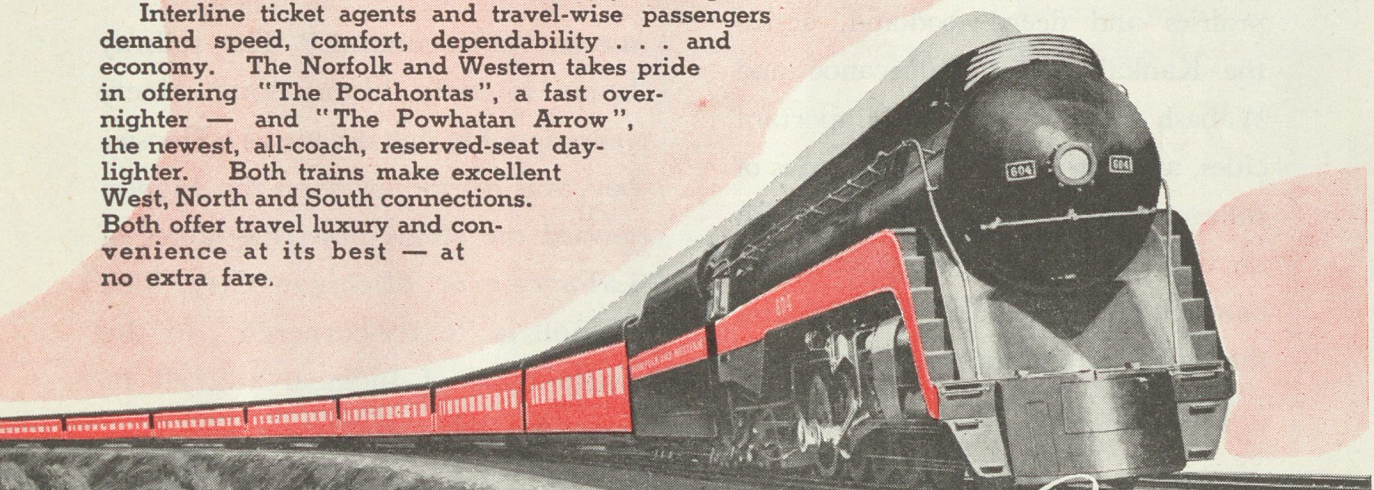
Via THE Pocahontas and THE Powhatan Arrow



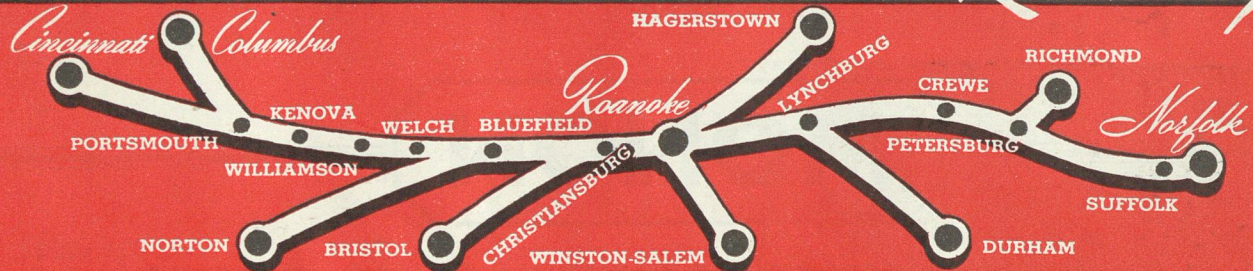
From the world port of Norfolk on the Atlantic Coast, Norfolk and Western streamliners speed through scenic highlands, fertile valleys and rich industrial centers of Virginia, West Virginia and Ohio to Cincinnati and Columbus.

Modern luxury coaches with deep cushioned seats, attractive, friendly lounges, unsurpassed dining service... and many other accommodations and conveniences add to the comfort and safety that makes traveling on the N. & W. an enjoyable experience.

Interline ticket agents and travel-wise passengers demand speed, comfort, dependability... and economy. The Norfolk and Western takes pride in offering "The Pocahontas", a fast over-nighter — and "The Powhatan Arrow", the newest, all-coach, reserved-seat day-lighter. Both trains make excellent West, North and South connections. Both offer travel luxury and convenience at its best — at no extra fare.



NORFOLK AND WESTERN Railway



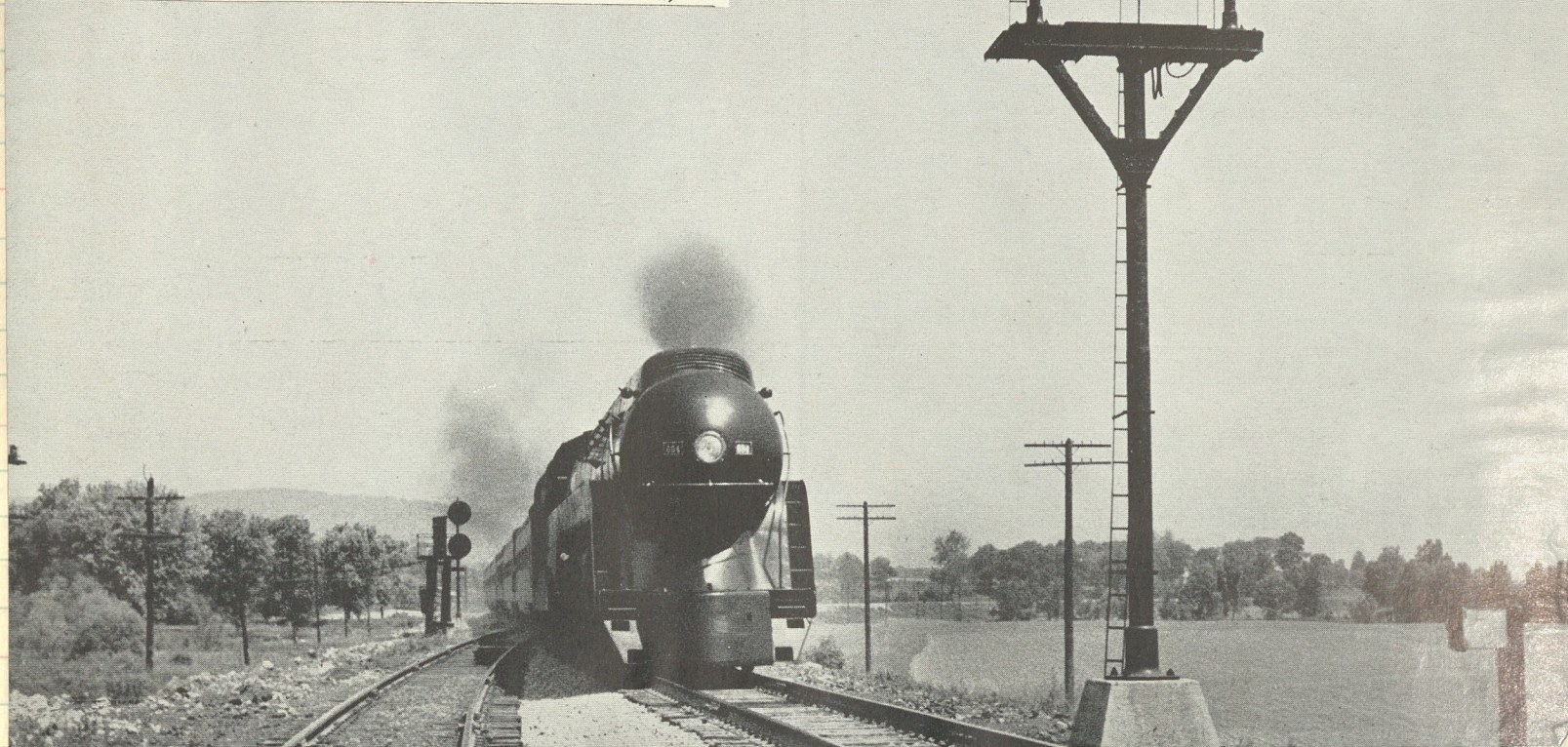
November 16, 1946

207

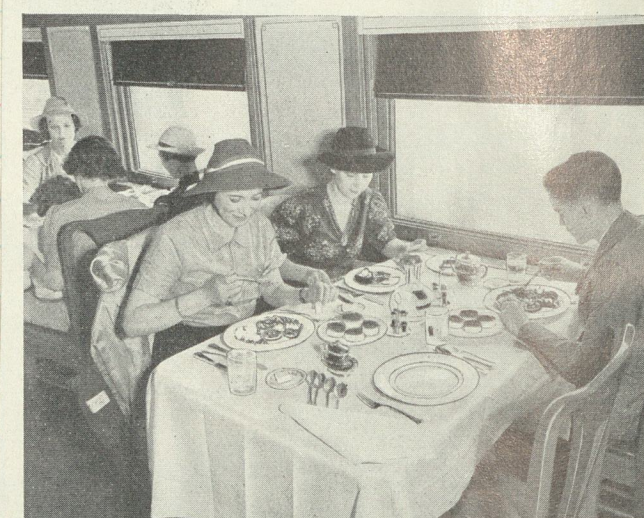
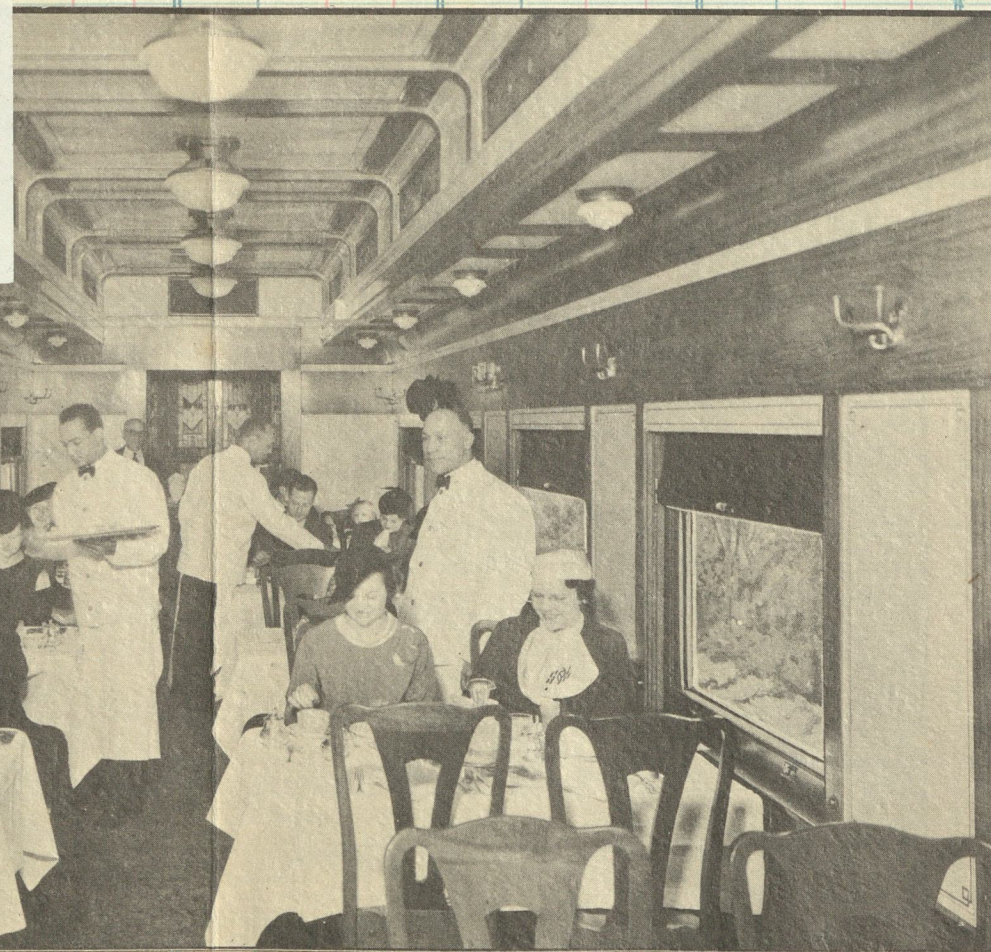
#26 the N & W crack Powhatan Arrow running over CTC territory on the Scioto Division between Newtown and Ancor, Ohio, enroute to Norfolk.

No. 26—"THE POWHATAN ARROW"—Streamliner—Table 1, Page 8
COACHES—★Cincinnati to Norfolk. (All seats reserved without additional charge.)

TAVERN
LOUNGE—★Cincinnati to Norfolk.
DINING CAR—★Cincinnati to Norfolk.
(No Checked Baggage Handled on This Train.)



The 610 with twelve cars on the approaches to Vinton



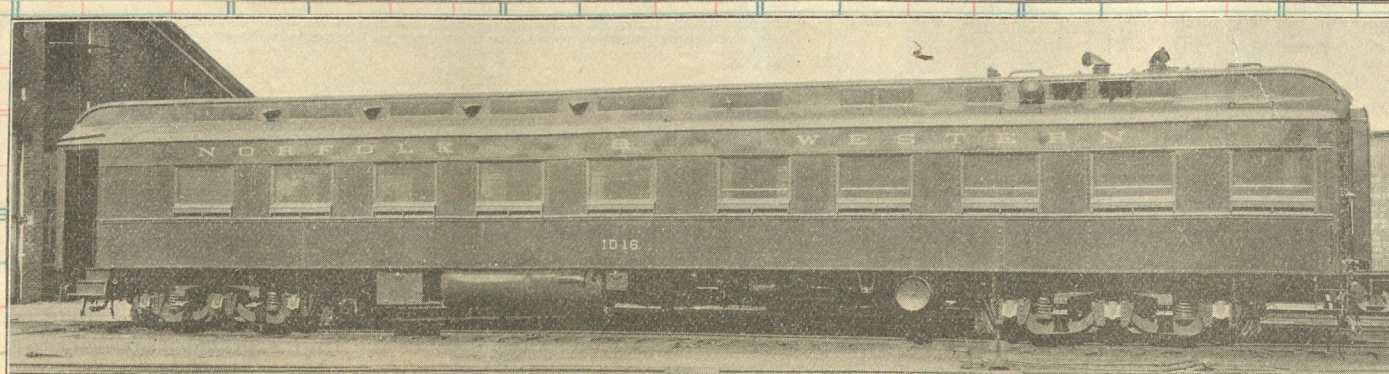
IN THE BEST TRADITION

Delicious foods prepared and served in distinctive Southern style top the menu on Norfolk and Western air-conditioned dining cars. And a trained staff of courteous waiters anticipate your every need. Make your next trip complete. Dine en route in the cheerful atmosphere of a Norfolk and Western dining car.

NORFOLK AND WESTERN RAILWAY DINING CAR SERVICE

During the ten years, 1938-1947, inclusive, the N. & W. carried 29,810,817 passengers a total of 4,167,112,620 passenger miles without a single fatality to a passenger in a train accident. In employee safety, during the same period, the casualty rate was 4.25 per million man-hours worked, which was 60% below the national average.

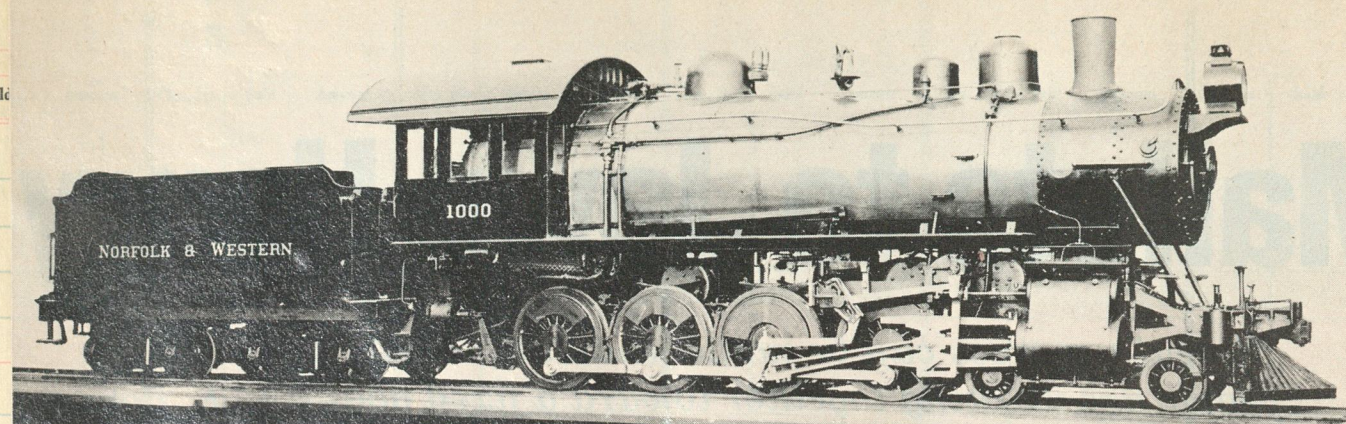
It required about \$6,000 to furnish a dining car with silver, linens, crystal. Normal supply of provisions costs \$2,000.



Dining Car Equipped with Harrison Sash Ventilators

Clos. No.

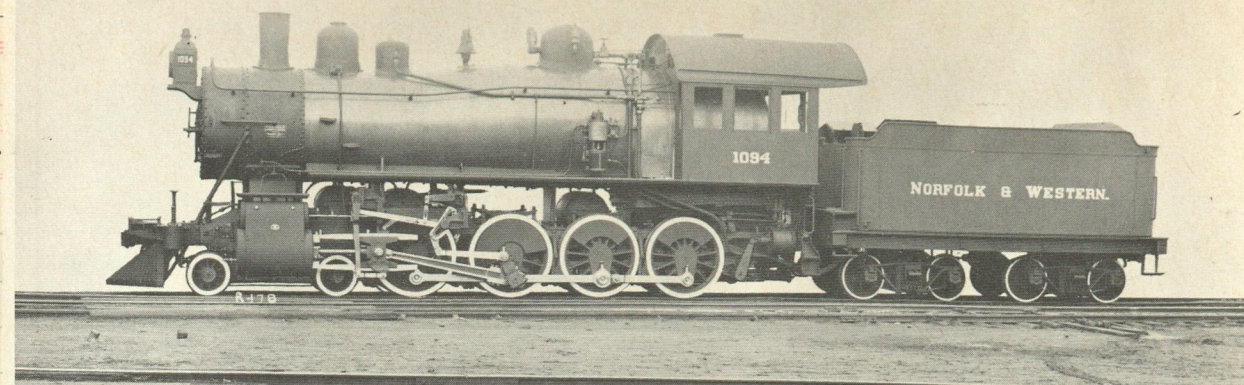
Sols



Baldwin received the first order for fifty engines of the M-1 class delivered in 1907, nos 1000-1049. c/n 31598

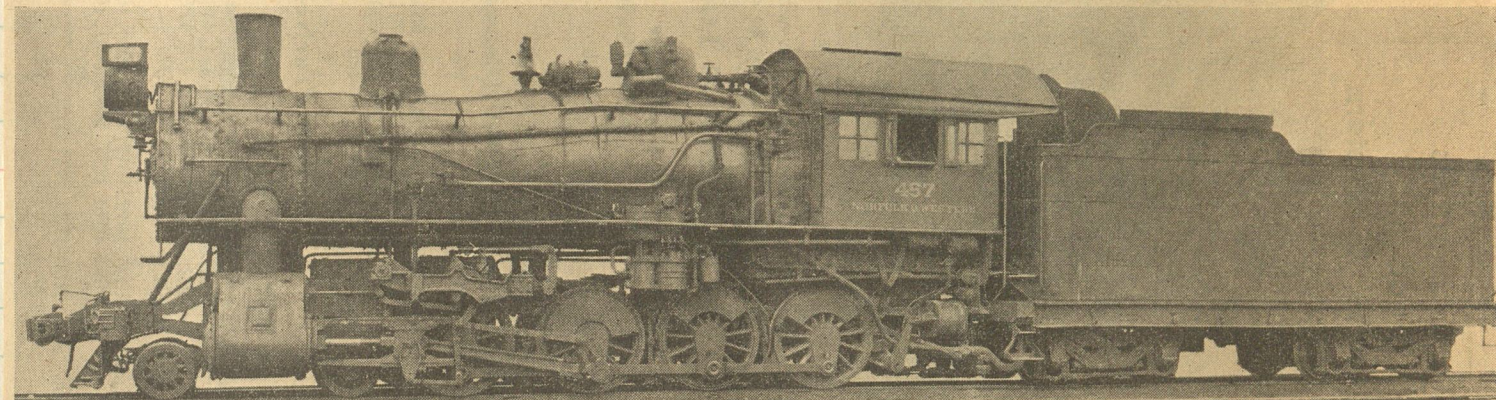
Amount

Clos.



No.

Baldwin 1910
c/n 35335

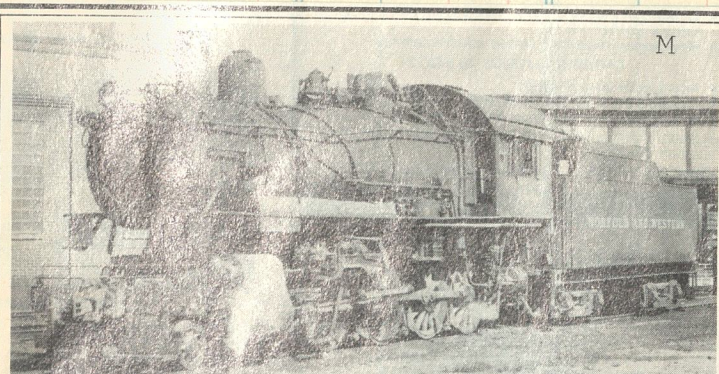


One of the initial 4-8-0's was the #457. Fifty were supplied by Baldwin in 1906 nos 450-499. (c/n 28055) A sister engine, #475, now on the Strasburg RR with plans to be made operational in 1991.

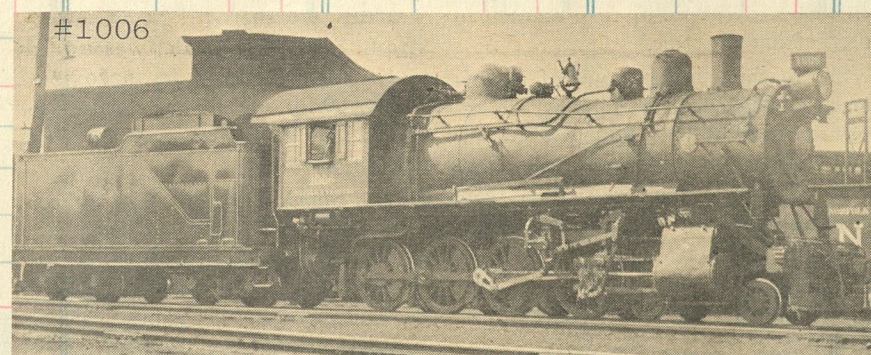
The 4-8-0 was the one type that never received any degree of popularity on the North American roads. Several roads did purchase the type, the Southern Pacific acquired about a hundred Twelve Wheelers, but for the most part other orders for this type of engine was limited. The one exception was the N. & W. who rostered 286 of the 4-8-0's thus:-

Class M	nos 375-499	125
Class M-1	1000-1099	100
Class M-2	1100-1149	50
Class M-2a	1150-1160	11

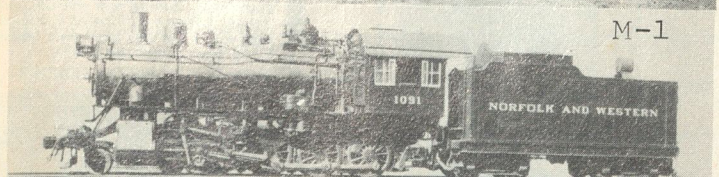
M-2 #1129 with a westbound local on the main line at Vinton, east of Roanoke.



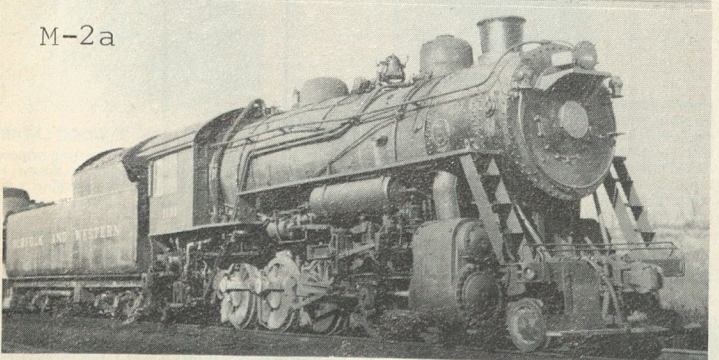
M



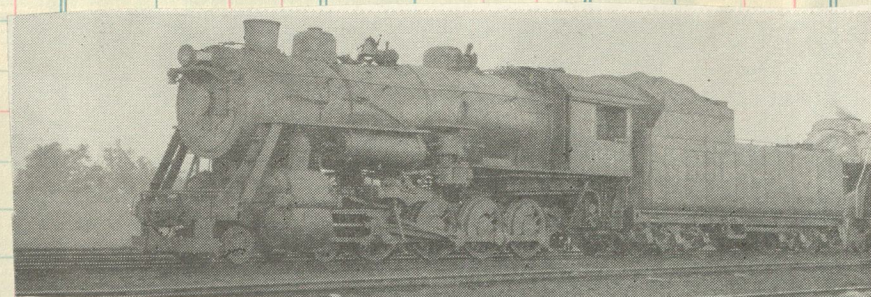
#1006



M-1



M-2a



NORFOLK & WESTERN RAILROAD'S ENGINE 1155 AT HAGERSTOWN, MD.

Norris R. Young

Blt 1910
c/n 35341

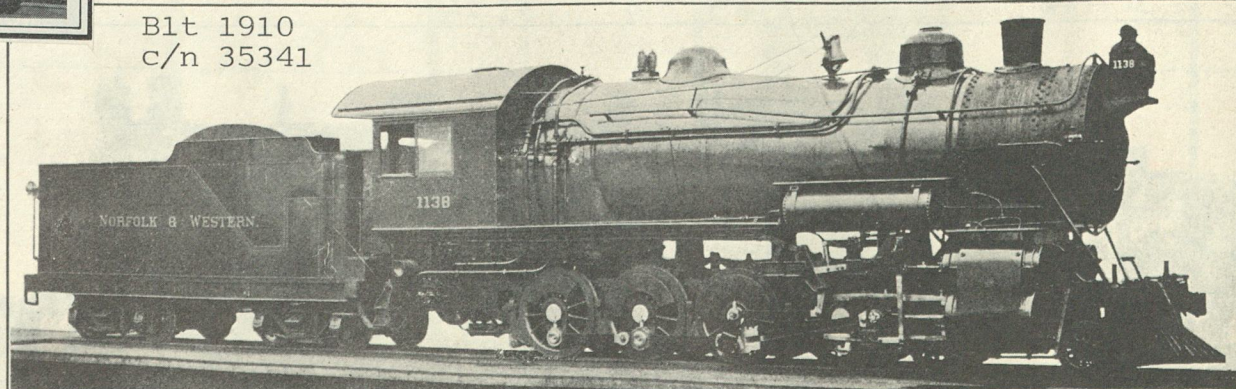
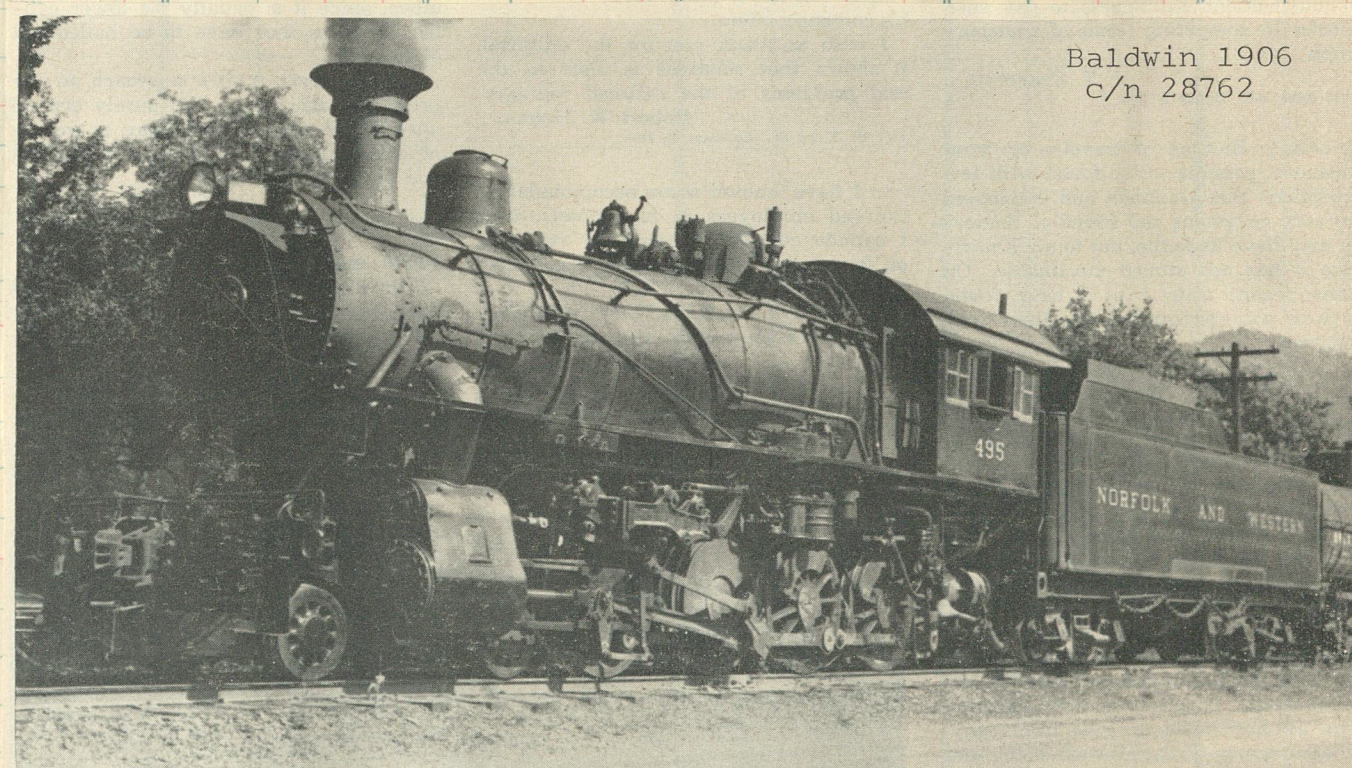


Fig. 71—Twelve-Wheel (4-8-0) Locomotive for Freight Service. Built for the Norfolk & Western by the Baldwin Locomotive Works. Cylinders, 24 in. x 30 in. Steam Pres., 200 lbs. per sq. in. Dia. of Drivers, 56 in. Tractive Effort, 52,400 lbs. Heating Sur.—Tubes, 3,922 sq. ft.; Firebox, 182 sq. ft.; Total, 4,041 sq. ft. Grate Area, 44.7 sq. ft. Rigid Wheel Base, 16 ft. Total Eng. Wheel Base, 27 ft. 1 in. Wt. on Drivers, 213,200 lbs. Total Wt. of Eng., 261,100 lbs. Fuel, Soft Coal.



Baldwin 1906
c/n 28762

Roanoke 1912

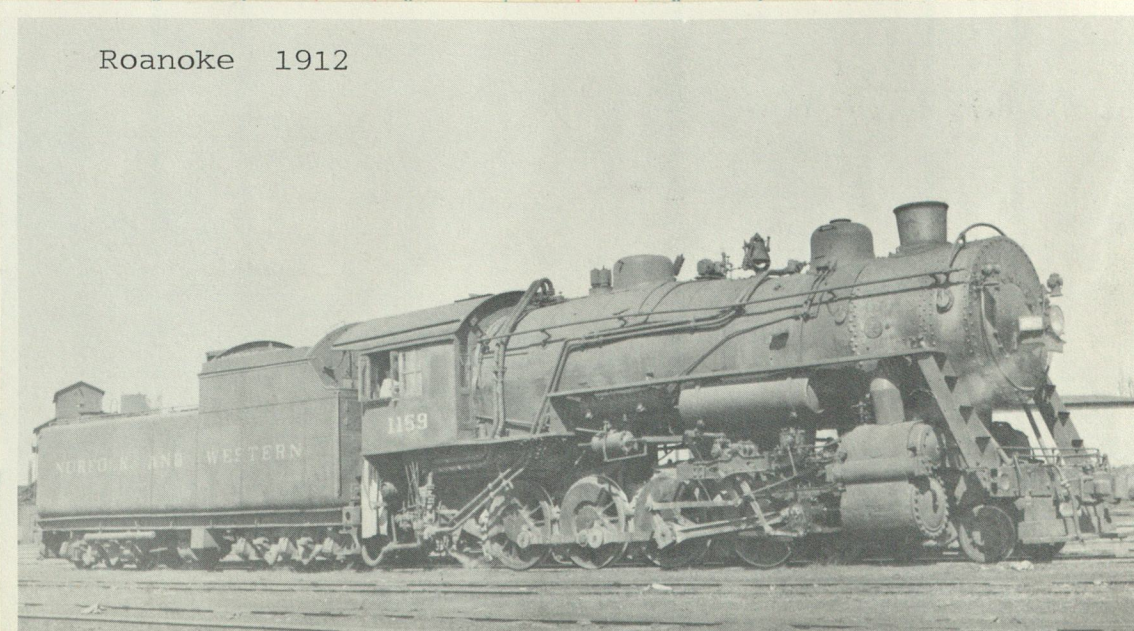


Table 17-ABINGDON BRANCH.

M201	Mls.	April 29, 1951.	M202
		(Eastern time.)	
17:30 A.M.	0	lve. + Abingdon	3:40 P.M.
17:55 "	4.4	Watauga	"
"	9.2	Alvarado	13:11 "
"	12.1	Delmar	"
"	12.6	Drowning Ford	"
"	14.6	Vails Mill	"
8:20 "	16.2	Damascus	2:46 "
8:25 "	17.9	Laureldale	12:36 "
8:40 "	22.6	Taylor's Valley	12:21 "
8:48 "	26.7	Creek Junction	12:06 "
8:59 "	30.6	Green Cove	11:51 "
9:54 "	33.7	Whitetop	11:36 "
10:16 "	39.7	Nella	11:11 "
10:29 "	44.1	Tyokedale	10:59 "
10:39 "	46.6	Lansing	10:49 "
10:44 "	47.9	Bina	10:39 "
10:51 "	50.1	Warrensburg	10:31 "
11:01 "	53.1	Smithport	10:21 "
11:15 A.M.	55.6	West Jefferson	10:15 P.M.
		ARRIVE	LEAVE



THE mixed train tackles spectacular country between Abingdon, Va., on N&W's Bristol line, and West Jefferson, N.C., end of track. In 55½ miles of contortions, the mixed crosses 108 bridges, attains an altitude of 3577 feet (highest point east of the Rockies reached by rail passengers), and rolls right by 5520-foot White Top Mountain as it toils, for 2½ miles, up a sustained 3 per cent grade. Operated as the Virginia-Carolina Railway until 1919 (and still referred to as the "Virginia Creeper"), the Abingdon Branch has outlived its logging-road youth, now totes beans, tobacco, livestock, furniture, wood by-products and, of course, U.S. Mail, Railway Express, baggage and people. It is expensive to operate (one 4-8-0 of 40,163 pounds tractive effort is limited to 325 tons over White Top) and it was virtually rebuilt after a flood in the '30's, but Norfolk & Western does not complain.

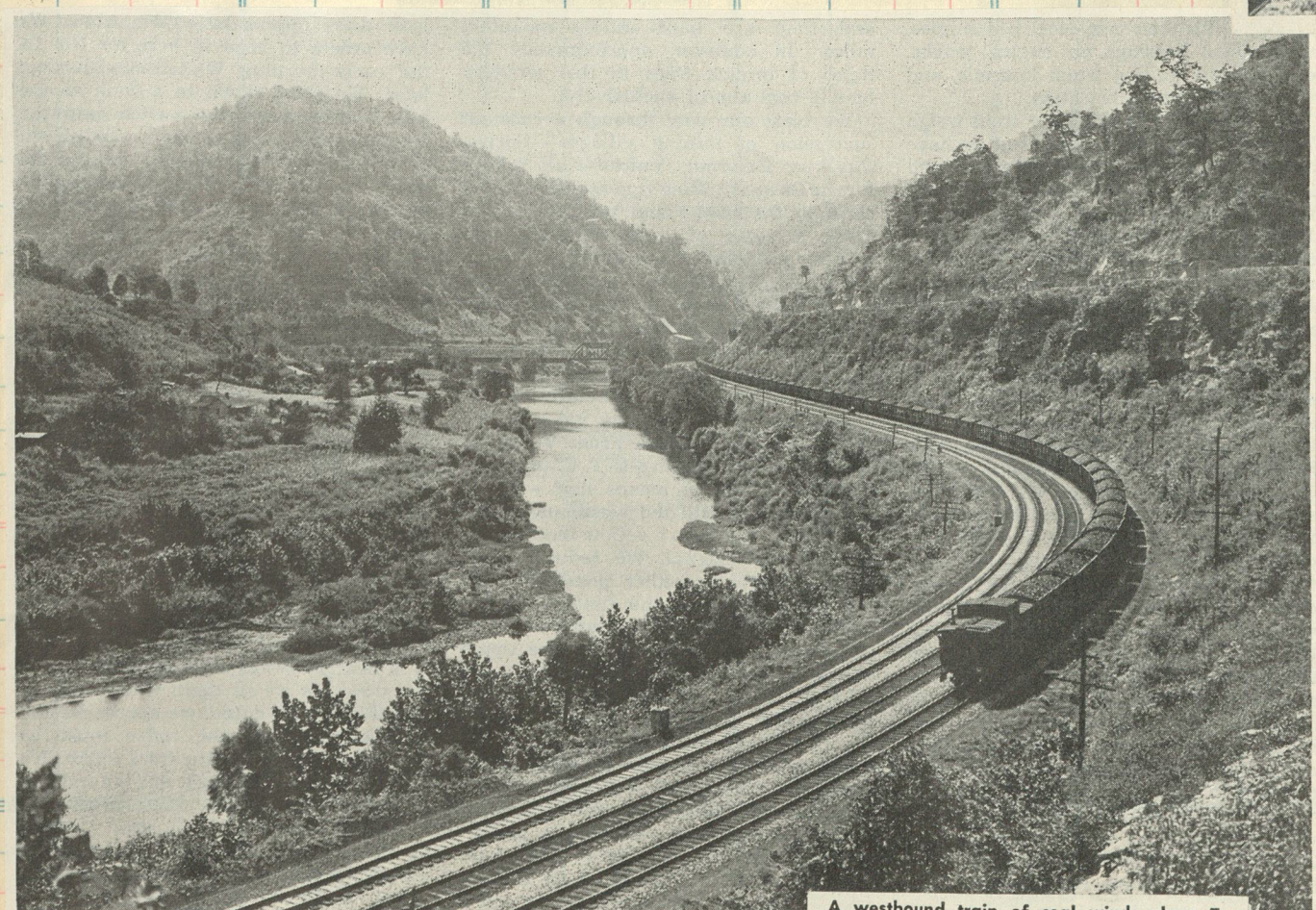
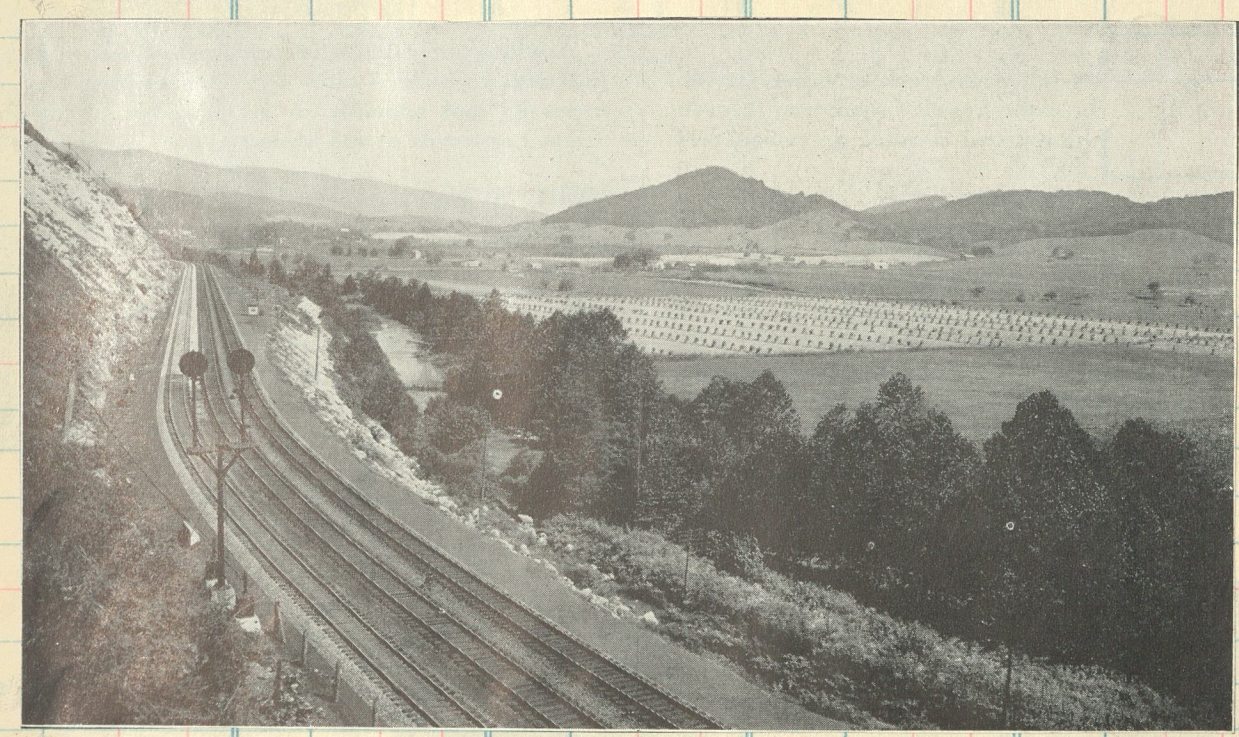
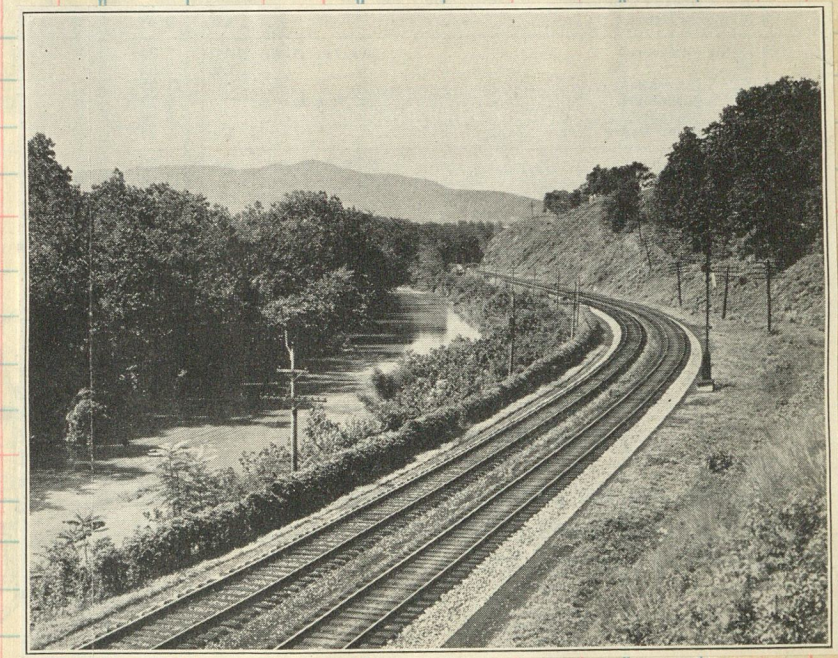
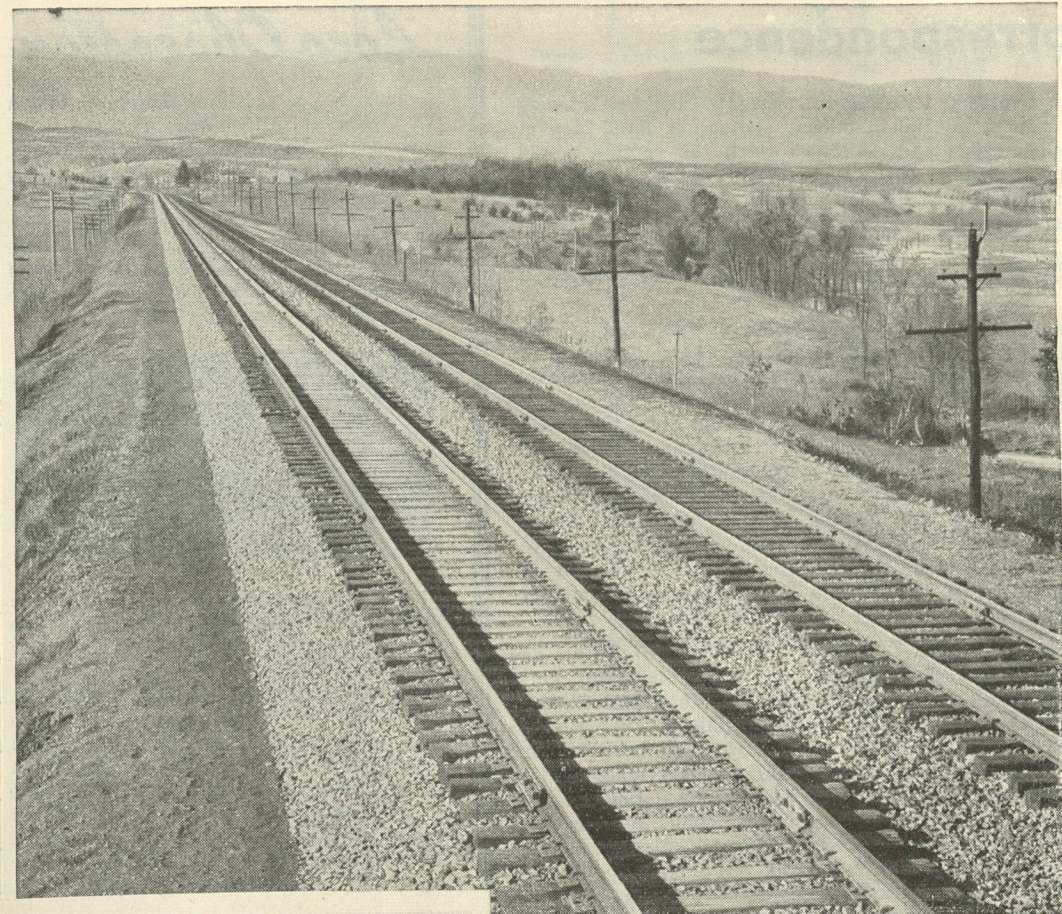
ABINGDON BRANCH

#382
Richmond 1906
c/n 40278

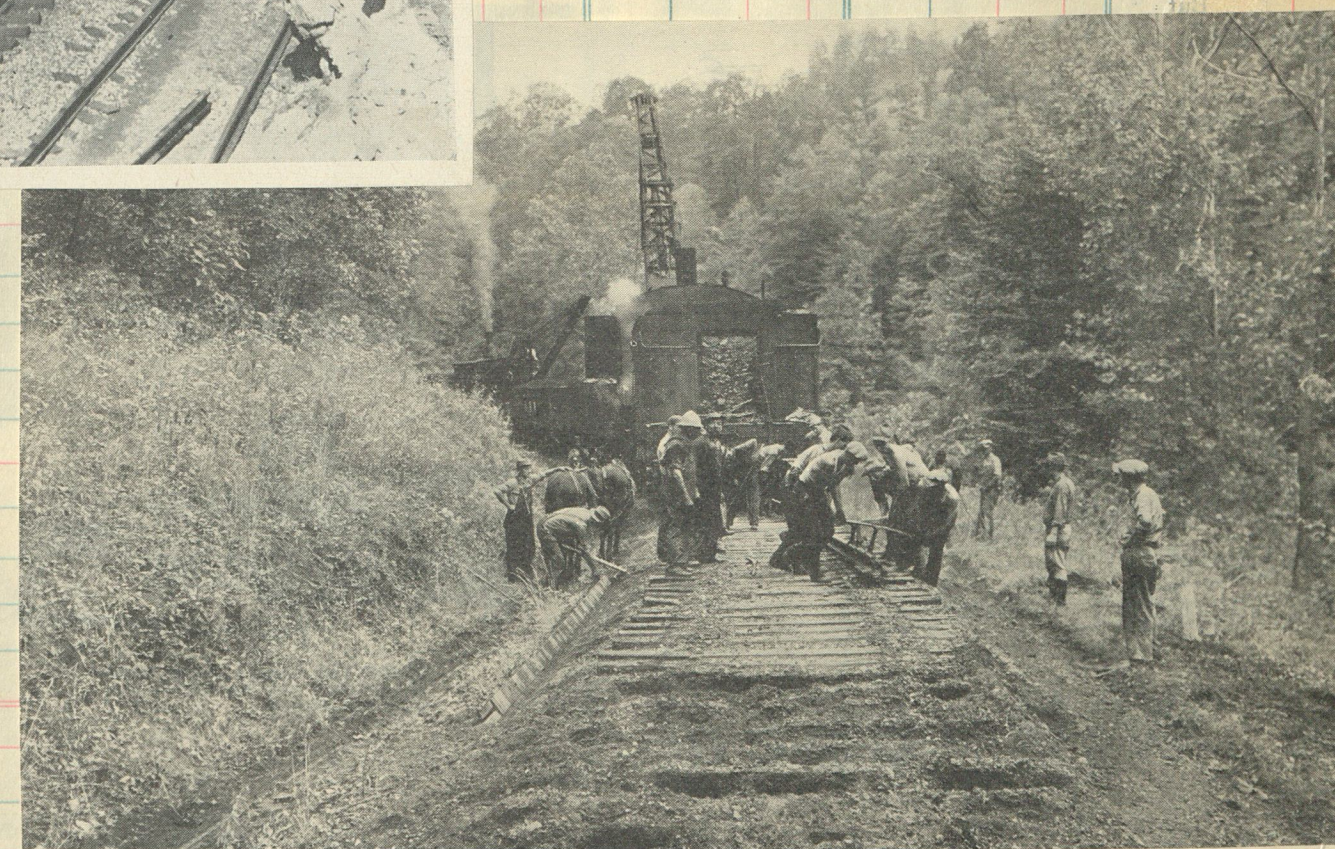
The 495 (4-8-0 Baldwin 1906 c/n 28762) drifts past the freight house at Abingdon ready to depart for West Jefferson with Trn #201.



Maintenance of way received high priority
on the Norfolk & Western



A westbound train of coal winds along Tug Fork of the Big Sandy River west of Williamson, W. Va., on its way to the classification yards at Portsmouth, O.



NO more do these West Virginia hills echo with the deep music of the locomotive's whistle . . . the rush, the power, the thunder of the speeding train. For the steel rails have been ripped up. Stations are deserted. The Iron Horse is silent. Gone is a dependable transportation agency . . . a good citizen . . . a community builder. Gone are taxes that helped to pay for the maintenance of county and district schools and highways. Gone are jobs by which men lived and supported their families. Gone are purchases that helped to keep mills and mines running.

An epitaph that countless localities in the United States failed to heed.

SELLER
DATE
FORM

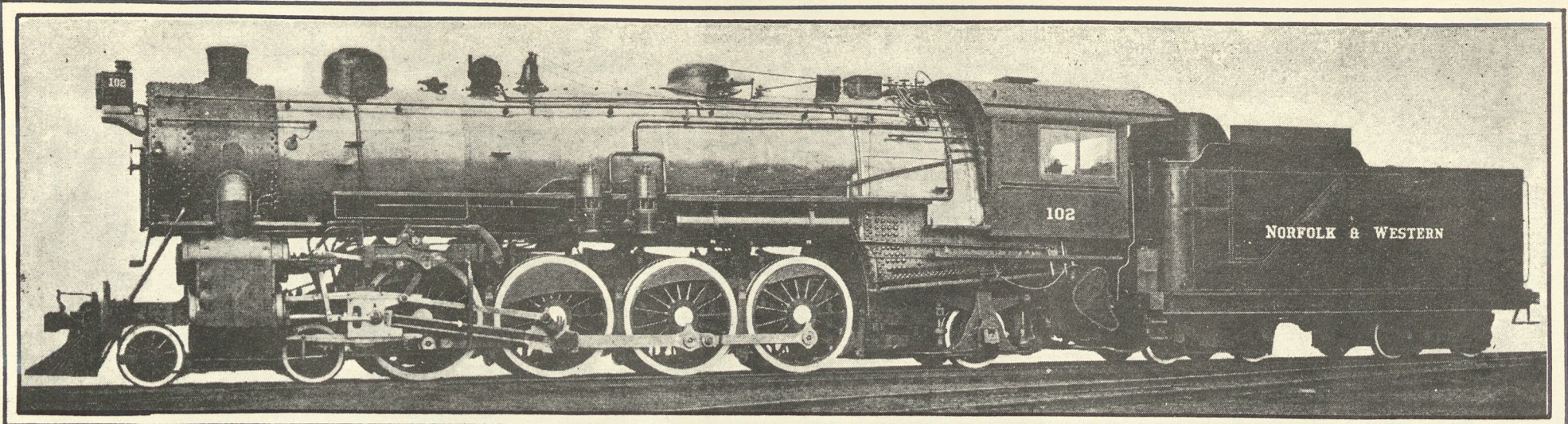
4-8-2

a. No.

C

Amount Clos. No. Sold Amount

The initial group covered sixteen engines built at Roanoke. Nos 100-107 were erected in 1916, 108-115 in 1917. All served for four decades.



Norfolk & Western passenger locomotive No. 102, built by the railroad at company shops in 1916.

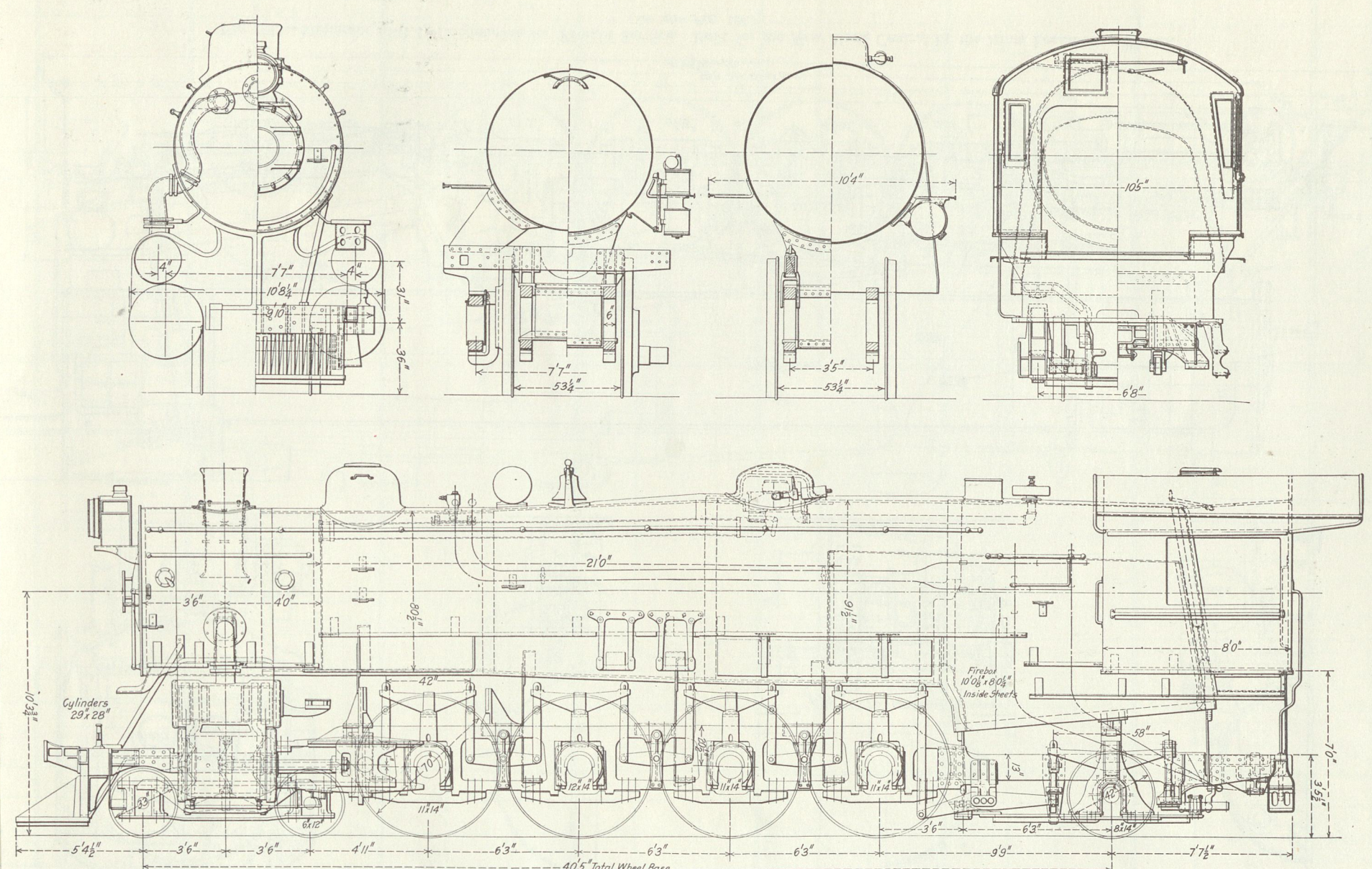


Fig. 152—Side and End Elevations and Cross Sections of Norfolk & Western Mountain (4-8-2) Type Locomotive for Heavy Passenger Service.



The first 4-8-2 on the N&W, #100, at the head of Trn #13 at Hagerstown ready for the 238 mile run down the Shenandoah division to Roanoke.

Clos. No.



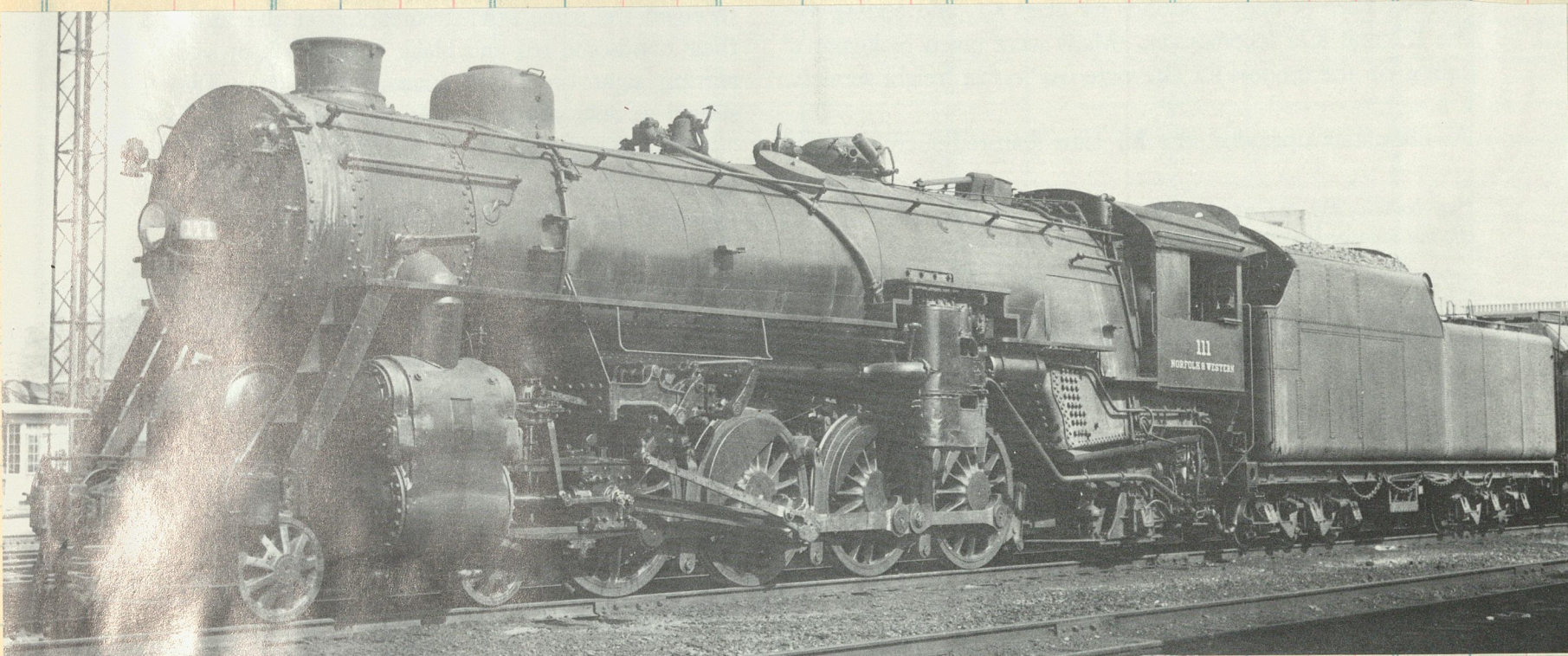
Trn #8, Roanoke to Norfolk local, departing Lynchburg

Clos.



The N&W adopted the PRR position searchlight signals for its block system. Here the #112 leads a passenger consist thru a crossover.

Sold Amount

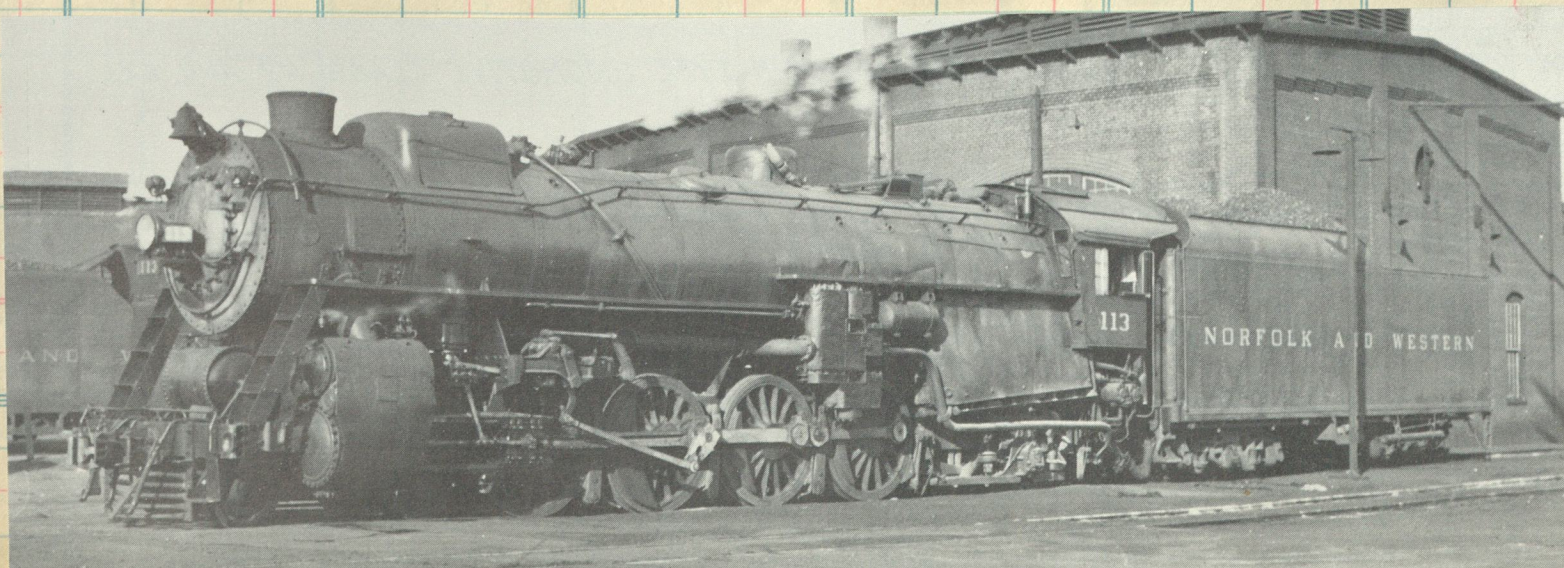


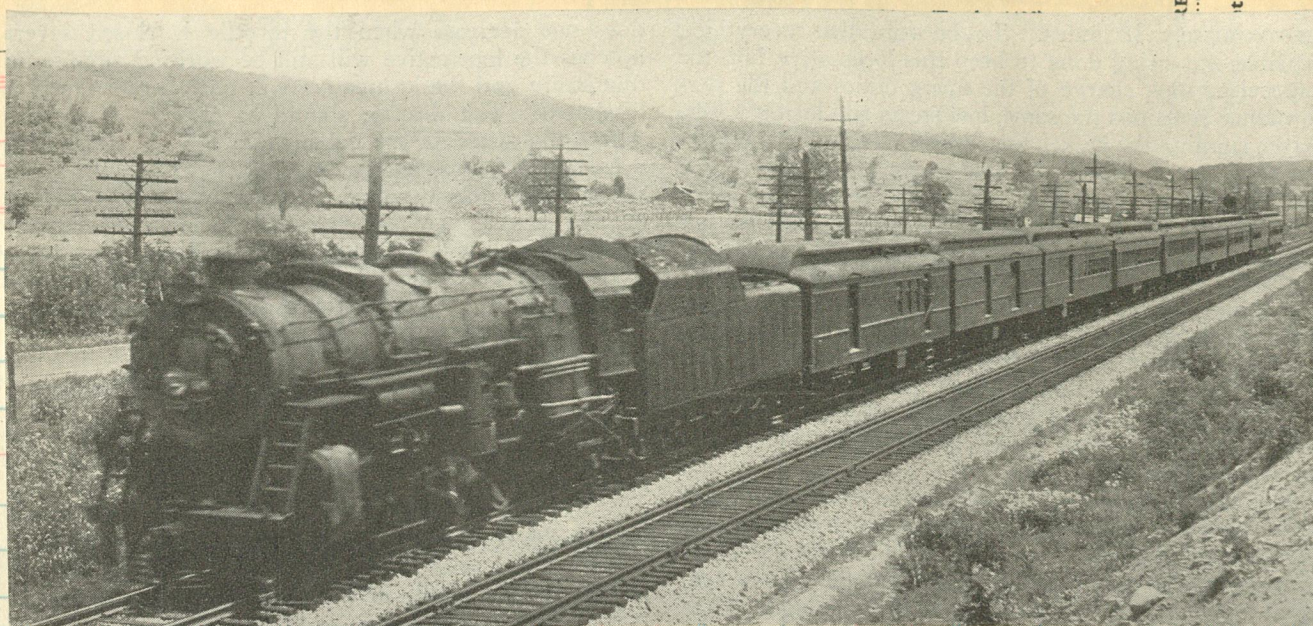
Backing equipment into Camp Pickett, Va. 5/11/51

Norfolk & Western K-1 class No. 112, a homemade Mountain seen with coal drag near Roanoke, Va. on August 31, 1957. The heavy 4-8-2 was built at Roanoke shops in 1917. The 16 K-1 locomotives were successfully used in both freight and passenger service.



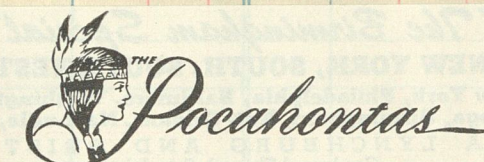
The 104 with timecard tonnage at Radford, Va.





The final order for passenger service 4-8-2's was for twelve engines from Baldwin in 1923 noed 126-137.

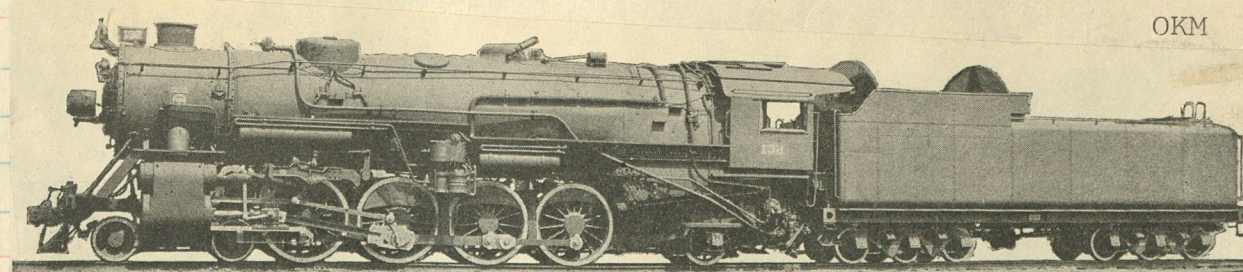
The eastbound "Pocahontas" behind the #128 glides along thru the New River Highlands near Ripplemead.



No. 4—"THE POCAHONTAS"—Tables 2 and 4, Pages 9 and 10
SLEEPERS—★Chicago to Norfolk. (10-Roomette, 6-Double Bedroom Car.) (PRR No. 208—Chicago to Cincinnati.) [2089]
 ★Chicago to Norfolk. (10-Section Lounge Car.) (PRR No. 208—Chicago to Cincinnati.) [2088]
 ★Cincinnati to Winston-Salem. (10-Roomette, 6-Double Bedroom Car.) (No. 21—Roanoke to Winston-Salem.) [121] (May be occupied at Cincinnati at 9:30 P. M.)
 ★Columbus, O., to Roanoke. (10-Roomette, 6-Double Bedroom Car.) (No. 34—Columbus to Portsmouth.) [103] (May be occupied at Columbus at 9:30 P. M.)
TAVERN LOUNGE—★Williamson, W. Va., to Norfolk, Va.
COACHES—★Cincinnati to Norfolk. Columbus to Norfolk (in No. 34. Columbus to Portsmouth.) Washington to Norfolk (RF&P No. 375 to Richmond, ACL No. 27 to Petersburg, thence N&W No. 4.)
DINING CAR—★Williamson, W. Va., to Norfolk, Va.



Eng 136 corrodes the overhead wire as she scurries up the west side of the Elkhorn grade with nine cars of Trn #2.

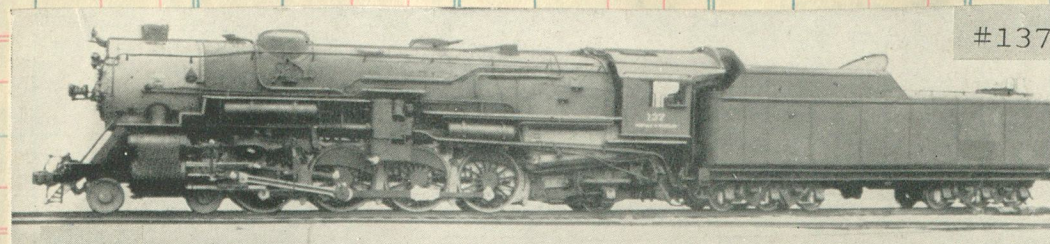


#132

MOUNTAIN TYPE LOCOMOTIVE, NORFOLK & WESTERN RAILWAY

c/n 56284

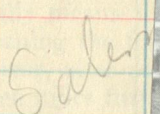
Cylinders, 28" x 30"
 Driving wheels, diameter, 69"
 Steam pressure, 200 lb.
 Grate area, 76.3 sq. ft.
 Water heating surface, 4,470 sq. ft.
 Superheating surface, 1,078 sq. ft.
 Weight on drivers, 244,560 lb.
 Weight, total engine, 357,300 lb.
 Tractive force, 58,000 lb.



#137

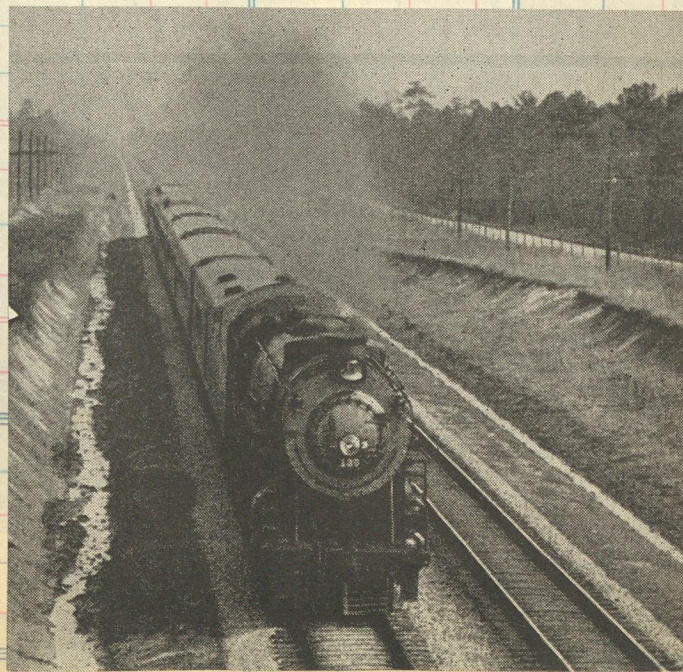
SELLER			
DATE			
FORM	DESTINATION	Amt.	Com. No.

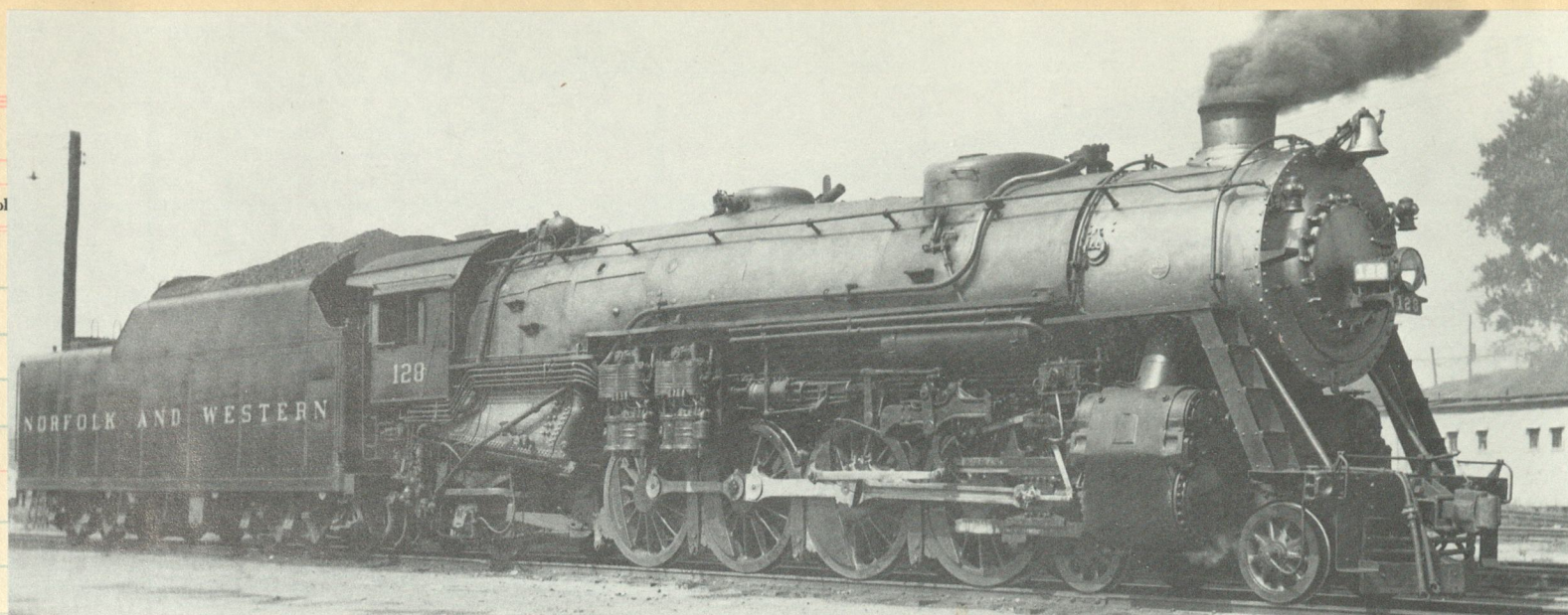
o.	Sold	Amount	Clos. No.	Sold	Amount
----	------	--------	-----------	------	--------



"On the Advertised" near Salem

The 129 with Trn #4 near Shawsville, Va.





ROANOKE CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
 Post Office Box 13222 • Roanoke, Virginia 24032

April 12, 1992

Mr. F. Ray McKnight
 8835 S.W. Halvern Way
 Portland, OR 97223

Dear Mr. McKnight

APPENDIX
NORFOLK & WESTERN

My apologies for not responding to your inquiry letter sooner but at the time I had received it, my job had been eliminated and it was the time I had to spend finding work, since I had decided to become self employed it has left little time for historic pursuits. However, I felt badly about not responding so here goes.

Photo of Atlantic Mississippi and Ohio Number 37

Originally Virginia and Tennessee Number 37

Five Foot Gauge originally named "Arkansas" built by New Jersey, 1859

Rebuilt by AM&O, 1873, became AM&O Number 37, assigned to V&T Division to N&W first number 37 assigned to Western Division

Off of the roster by 1886, probably by virtue of the gauge change in June 1886

Photo of Norfolk and Western Railroad Number 19

Originally Virginia and Tennessee Number 19

Five Foot Gauge built by William Mason, c/n 330 in 1869 for Norfolk and Petersburg, became AM&O Number 19, and assigned to V&T Division in 1873

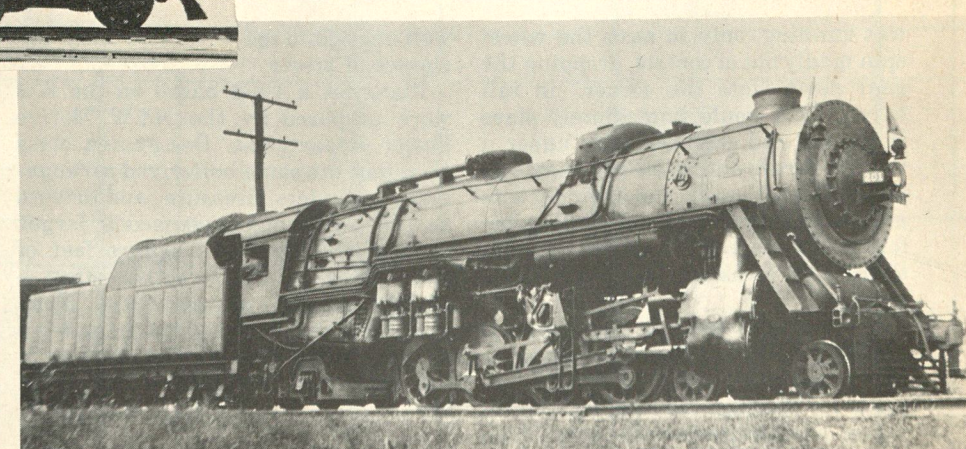
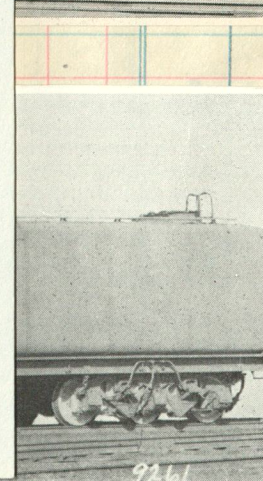
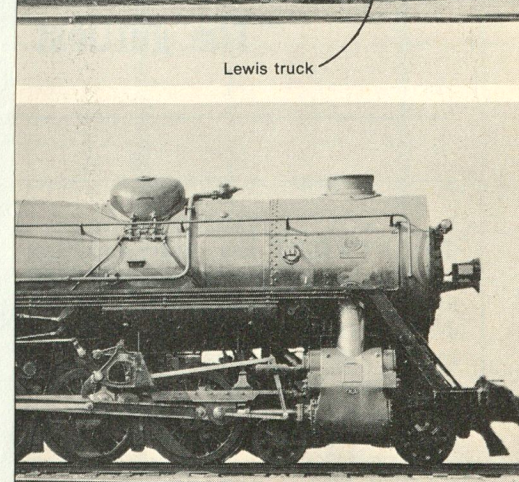
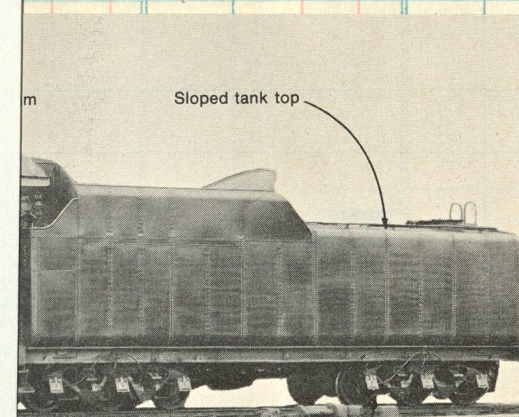
to N&W number 19 assigned to Western Division

Off of the roster by 1886, probably by virtue of the gauge change in June 1886

I have my doubts of the caption being correct under the photo, as first number 18 was also off of the roster by 1886. Possibly they are confused by the second number 18 which was renumbered to N&W number 38 in 1882.

Photo from AAR advertisement

A number of N&W photos were used in AAR material in the 1930's and 1940's and this photo certainly looks like the N&W, just east of Roanoke, because of the mountains appearance.

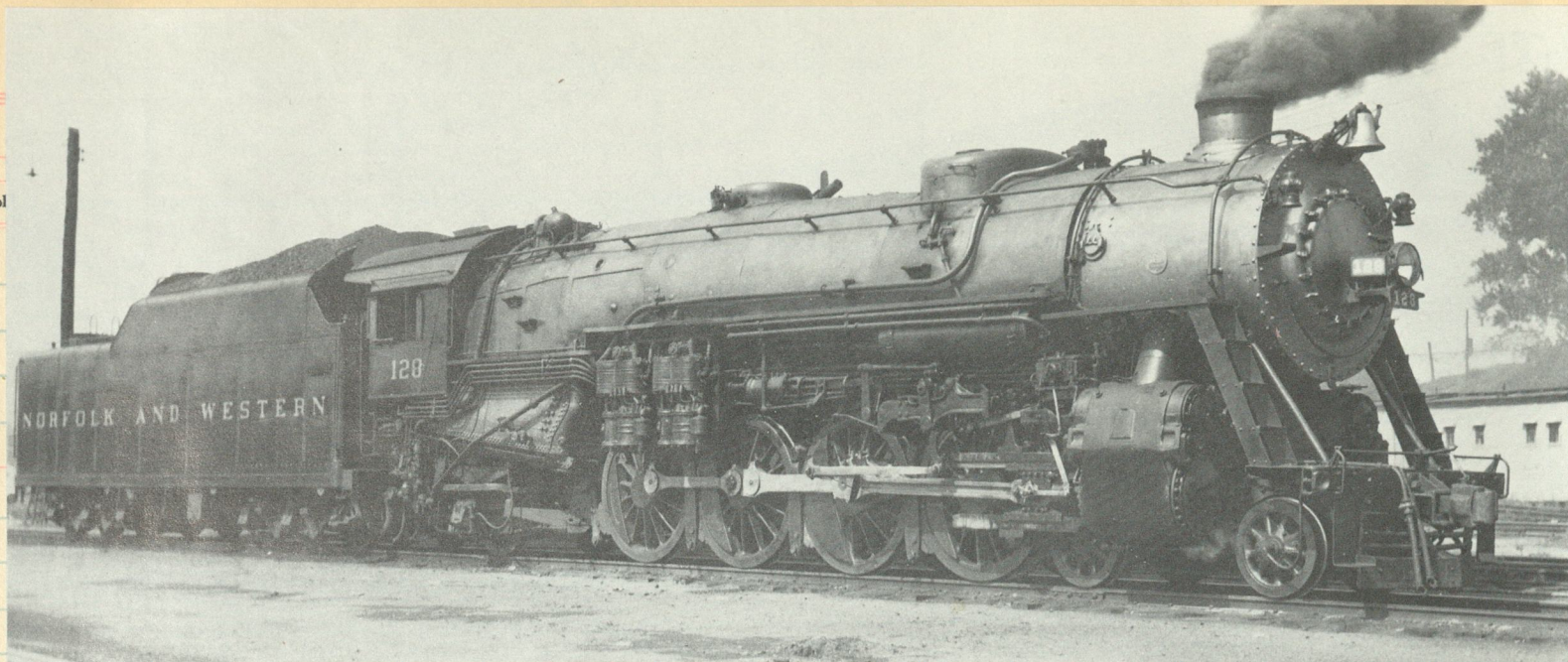


Collection of John B. Corns.

IN-SERVICE shots of K-3's on original owner Norfolk & Western are rare. No. 201, wearing white flags of an extra, is shown at Lamberts Point, Va., in July 1927.

Roanoke Chapter, NRHS is a non-profit, educational organization incorporated in the state of Virginia.

The one embarrassment suffered by Roanoke was the K-3 class. Ten were built in 1926 and numbered 200-209. The main fault was improper counter balancing which restricted their operating speed and made them rough riding for the crews. In early 1944 the R.F. & P. purchased the first six (200-205) and numbered them 515-520. In 1945 the D. & R.G.W. took the remaining four as their 1550-1553. Three years later, 1948, the W. & L.E. acquired all ten and numbered them 6801-6810. Soon afterward they went into the Nickel Plate roster but only saw limited service, all were retired by 1954. However, in spite of their 'handicap' they put in over 25 years useful service which would not class them as complete failures.



Page 2

Photo of N&W 2133 and unidentified K2a under coal wharf.

This is a photo of an eastbound coal train at Vicker, Virginia. Vicker was one of three on line coal stations on the N&W. The others are at Thacker, WV and Pritchard, WV. The purpose was to service eastbound trains before climbing the Christiansburg grade and take water after the climb for westbound trains. Vicker is approximately 2 miles east of Walton where the Bristol Line heads off of the mainline to Bluefield. Usually the head end of the train could stop here and be serviced while the pusher was added to the rear end behind the caboose. Today, the concrete coal wharf, still stands over the two track mainline here regrettably, all of the attendant structures and ironwork is gone. The main reason the structure still stands is that it cannot be easily removed with out serious traffic disruption.

High Bridge

The present High Bridge over the Appomattox River was constructed in 1914.

Radford Tie Treatment Plant Locomotive Number 3

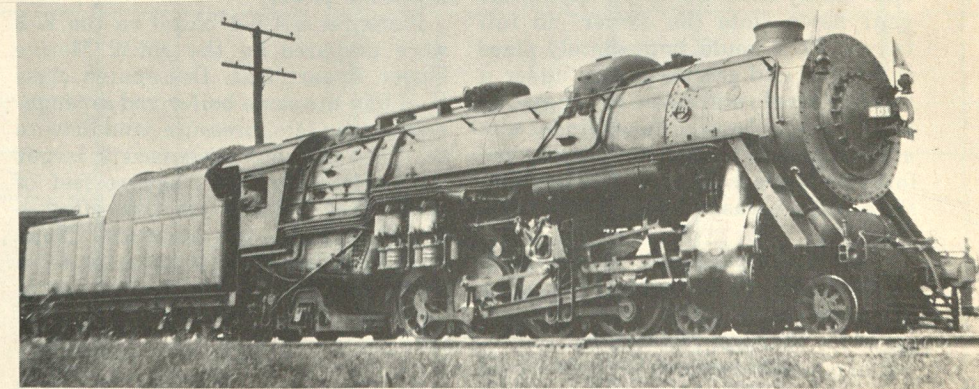
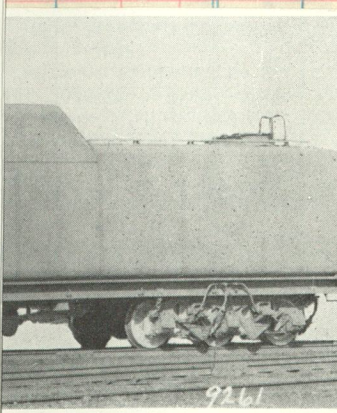
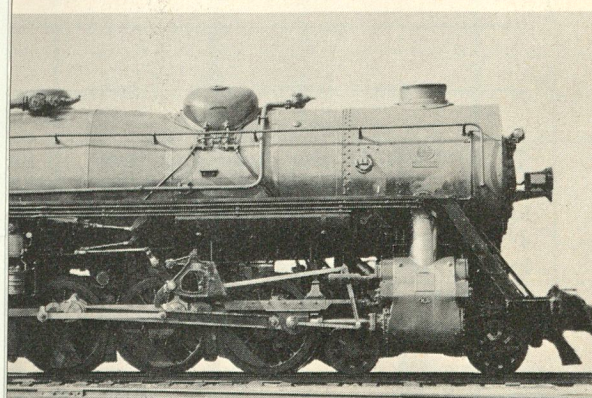
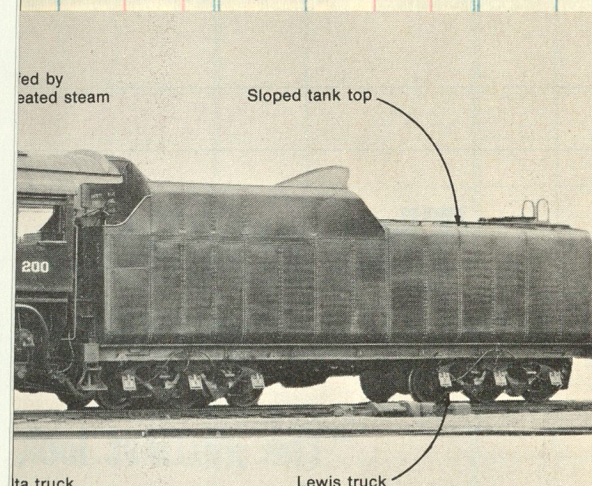
Narrow Gauge number 3 an 0-4-0T, was built by Vulcan Iron Works in 1916 as c/n 2552 for Inland Steel as their number 35, acquired second hand by the N&W, it was scrapped May 17, 1957.

Hope this information will be of some use to you despite of it's lateness.

If I can be of any other help, please feel free to let me know.

Best Wishes

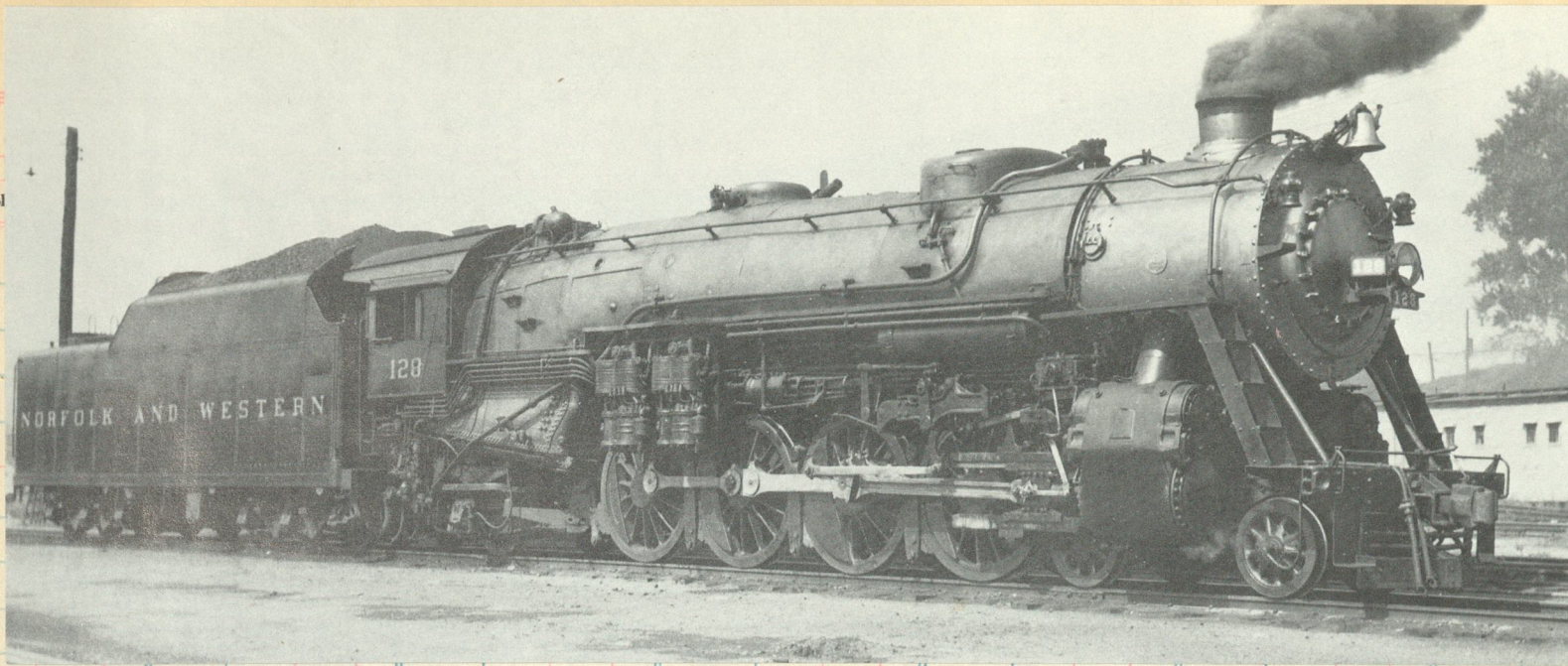
Kenneth L. Miller
Historian



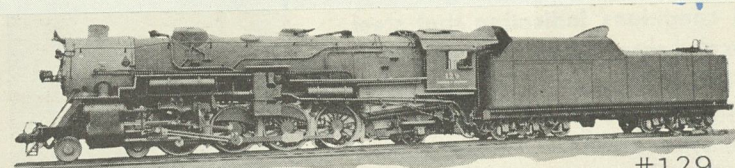
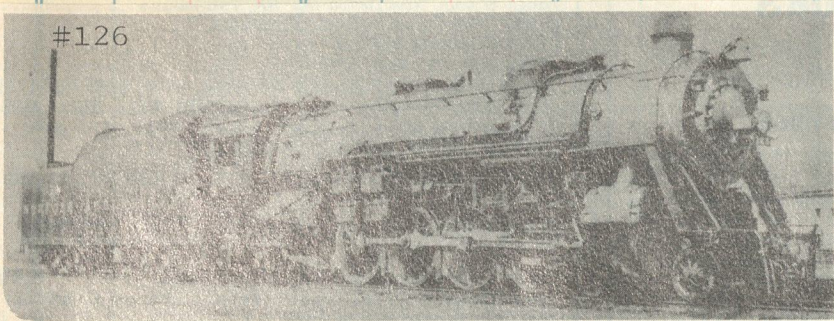
IN-SERVICE shots of K-3's on original owner Norfolk & Western are rare. No. 201, wearing white flags of an extra, is shown at Lamberts Point, Va., in July 1927.

class. Ten were built in 1926 and noed 200-209. The main fault was improper counter balancing which restricted their operating speed and made them rough riding for the crews. In early 1944 the R.F. & P. purchased the first six (200-205) and noed them 515-520. In 1945 the D. & R.G.W. took the remaining four as their 1550-1553. Three years later, 1948, the W. & L.E. acquired all ten and noed them 6801-6810. Soon afterward they went into the Nickel Plate roster but only saw limited service, all were retired by 1954. However, in spite of their 'handicap' they put in over 25 years useful service which would not class them as complete failures.

Clos. No. Sol



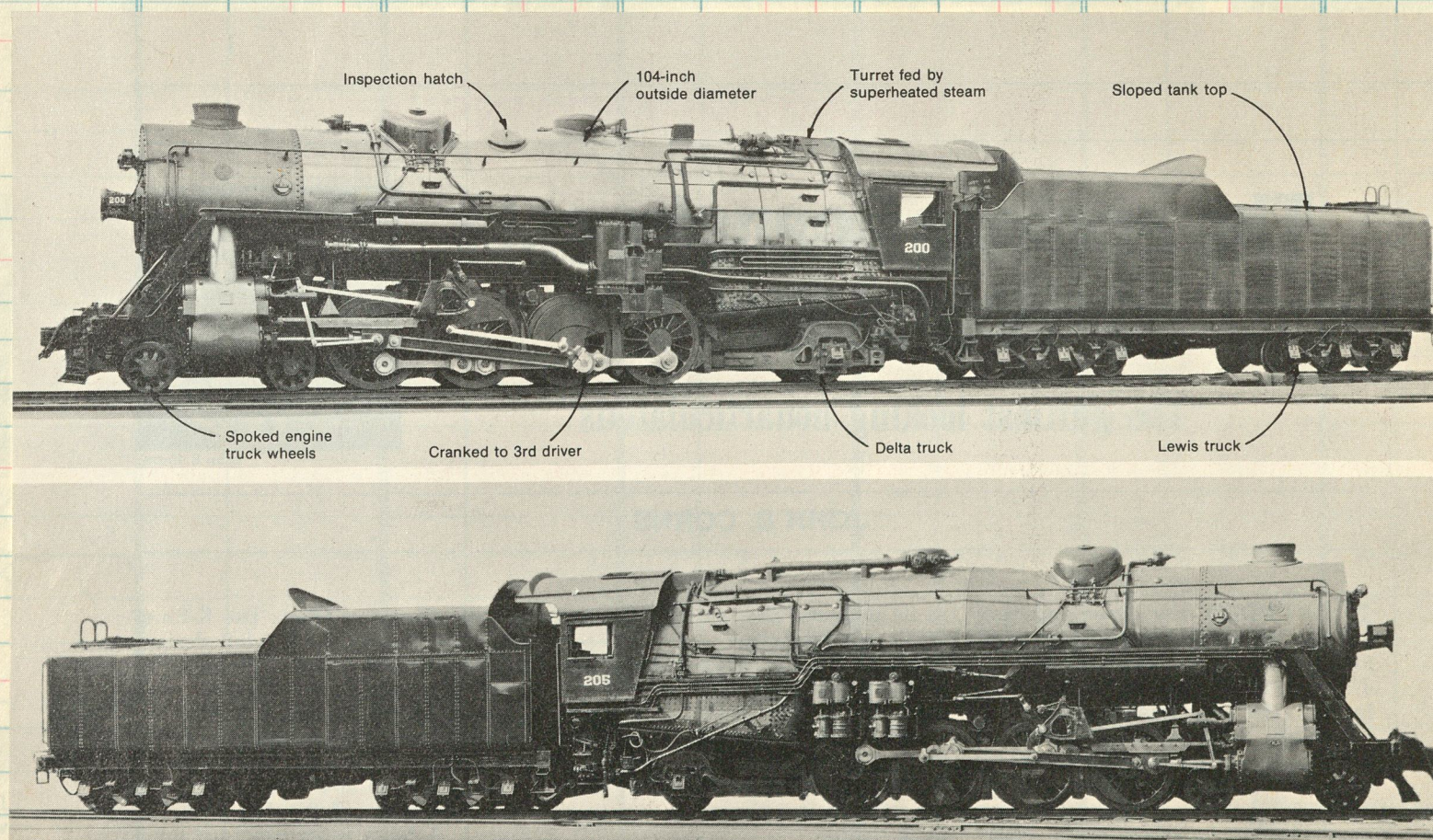
#126



#129

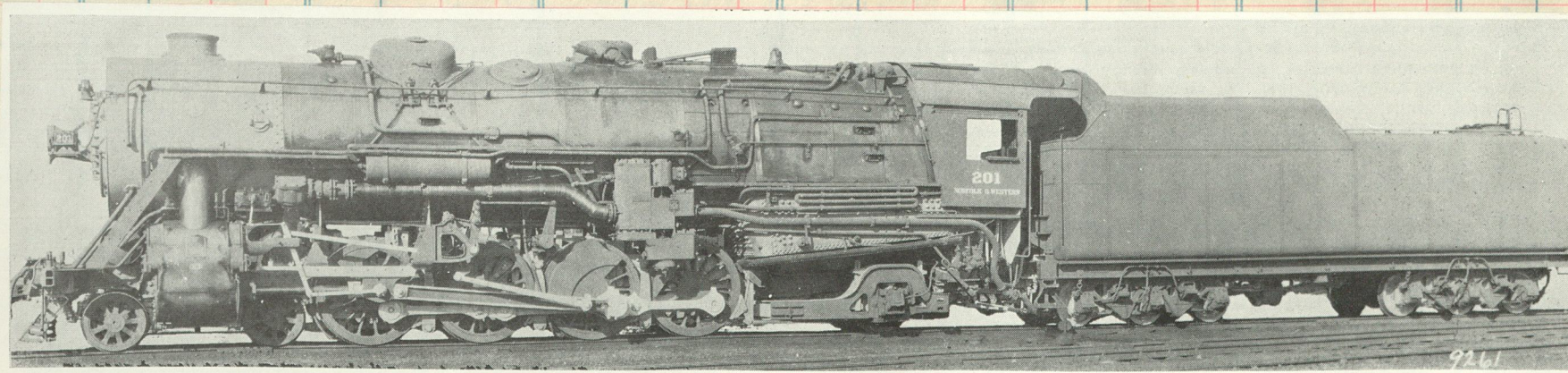


The WATER BUFFALOS

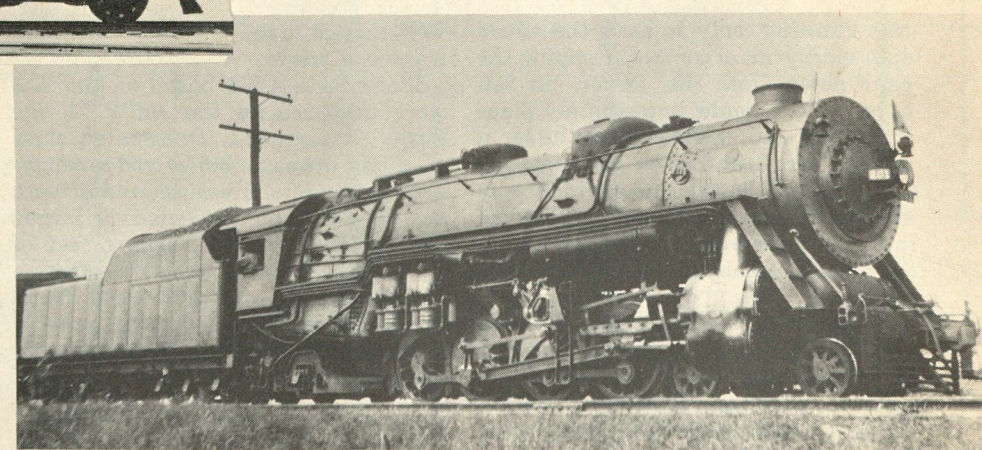


R.F. & P. 515

R.F. & P. 520



9261



Collection of John B. Corns.

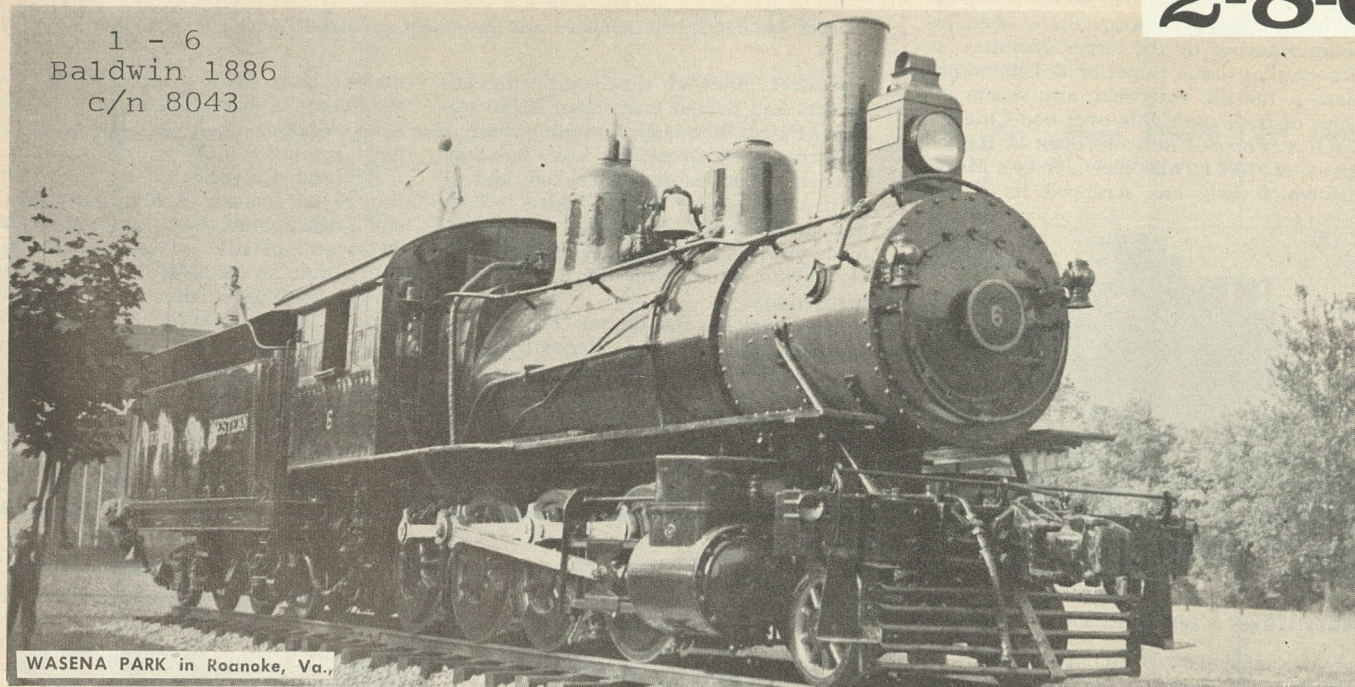
IN-SERVICE shots of K-3's on original owner Norfolk & Western are rare. No. 201, wearing white flags of an extra, is shown at Lamberts Point, Va., in July 1927.

The one embarrassment suffered by Roanoke was the K-3 class. Ten were built in 1926 and noed 200-209. The main fault was improper counter balancing which restricted their operating speed and made them rough riding for the crews. In early 1944 the R.F. & P. purchased the first six (200-205) and noed them 515-520. In 1945 the D. & R.G.W. took the remaining four as their 1550-1553. Three years later, 1948, the W. & L.E. acquired all ten and noed them 6801-6810. Soon afterward they went into the Nickel Plate roster but only saw limited service, all were retired by 1954. However, in spite of their 'handicap' they put in over 25 years useful service which would not class them as complete failures.

2-8-0

101

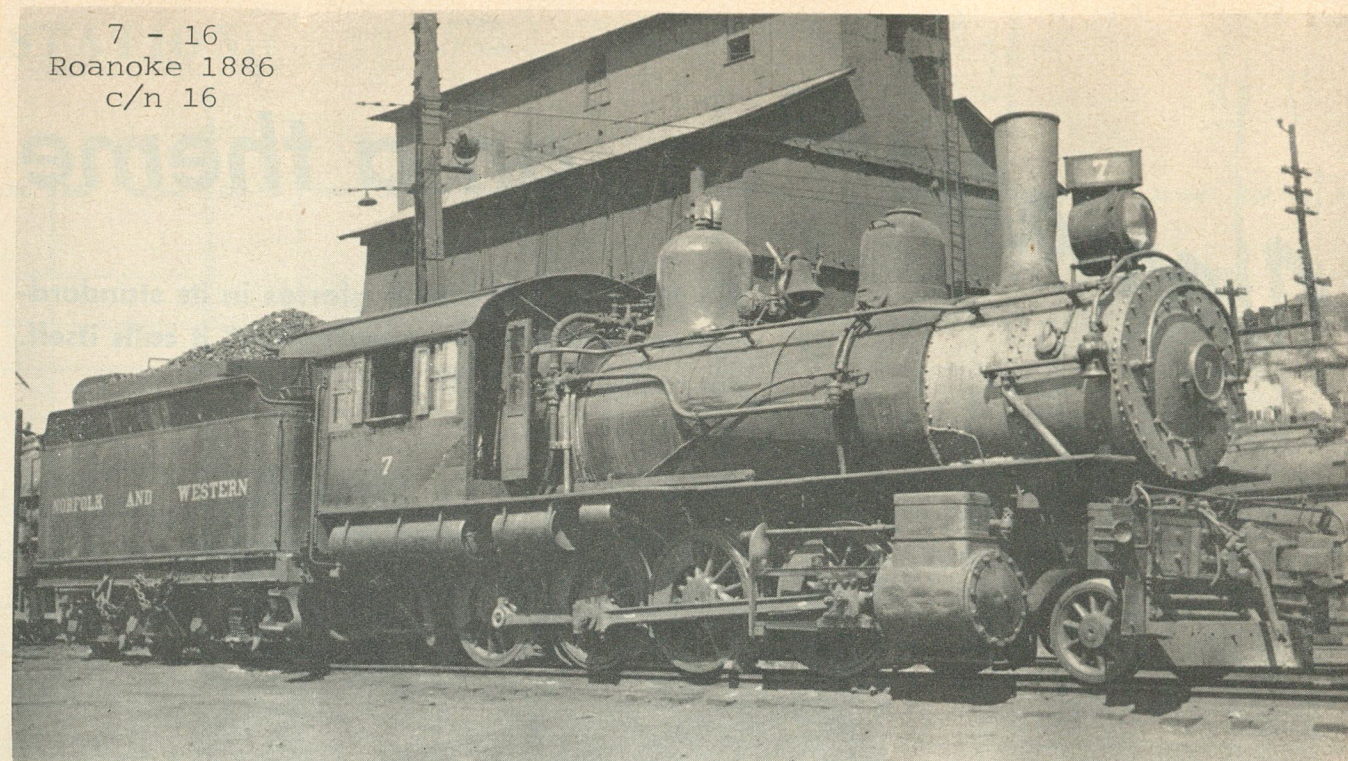
1 - 6
Baldwin 1886
c/n 8043



WASENA PARK in Roanoke, Va.,

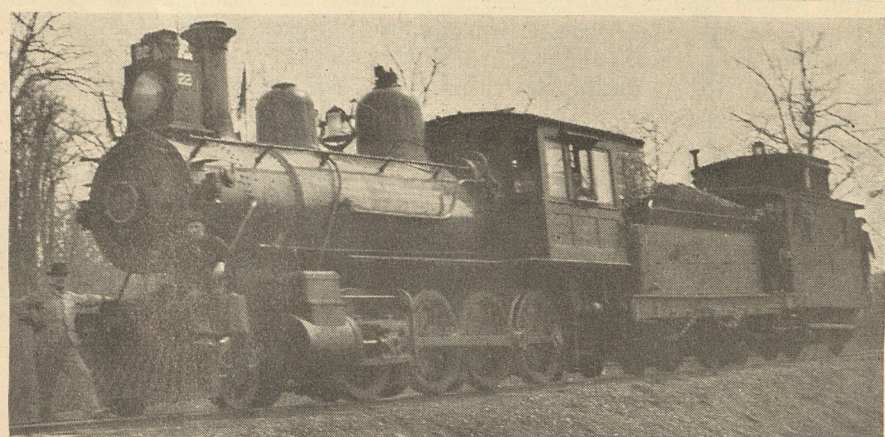
O. H. Borst.

7 - 16
Roanoke 1886
c/n 16



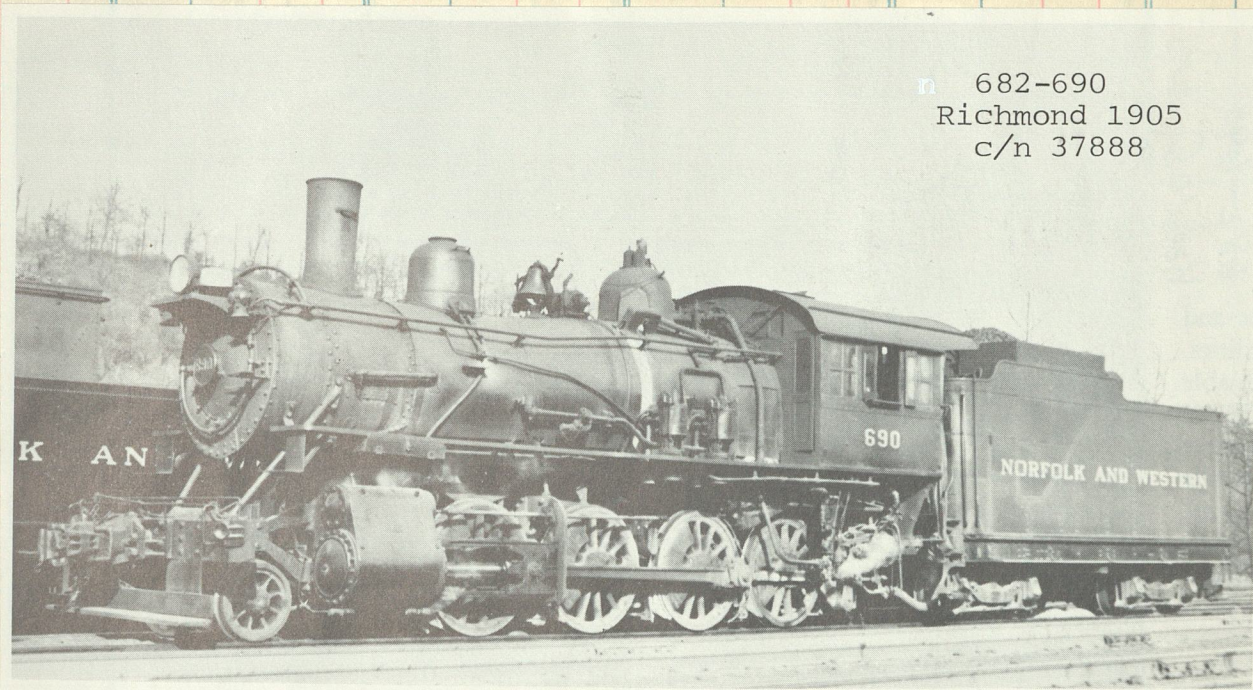
Clos

Amount

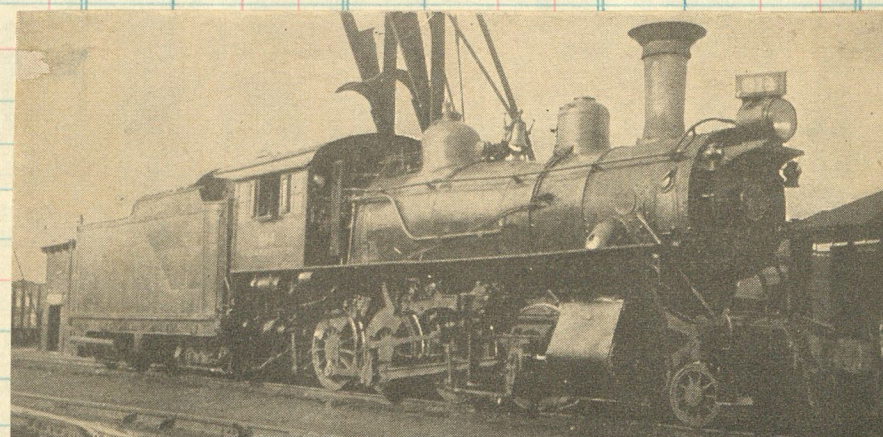
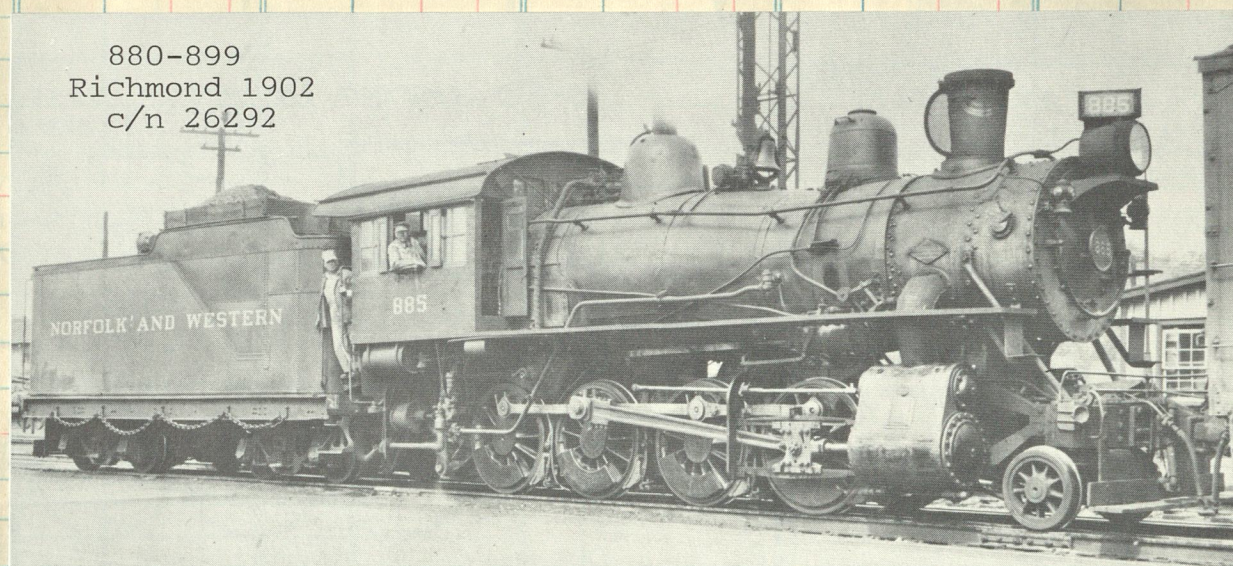


#22, one of ten husky 2-8-0's noed 17-26, built at the Roanoke Machine Works in 1887.

682-690
Richmond 1905
c/n 37888



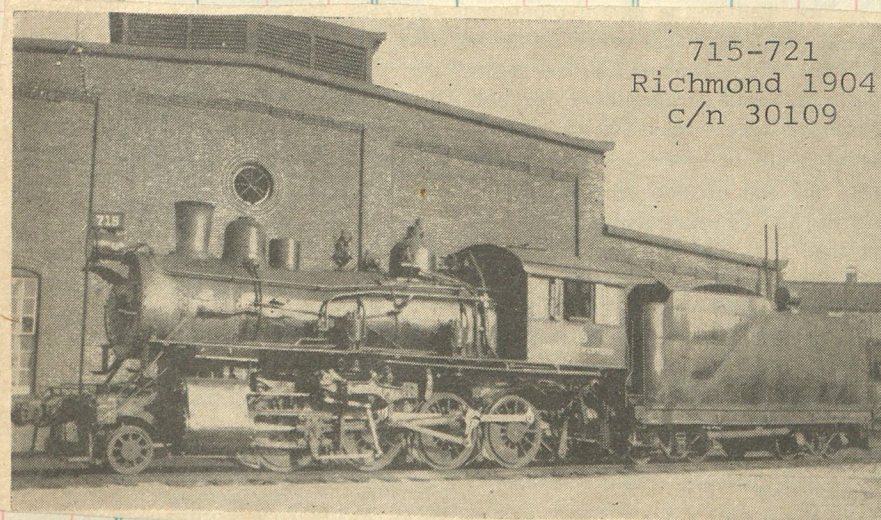
880-899
Richmond 1902
c/n 26292



900-914
Baldwin 1902
c/n 21060

Richard E. Prince, Jr.
LOCOMOTIVE 914 OF THE NORFOLK & WESTERN, AT PETERSBURG, VA.

715-721
Richmond 1904
c/n 30109



A first class consist on the Virginia-Carolina about 1908. Eng #3 ex N&W F class 2-8-0 blt 1886.



SELLER				
DATE				
FORM	DESTINATION	Amt.	Com. No.	

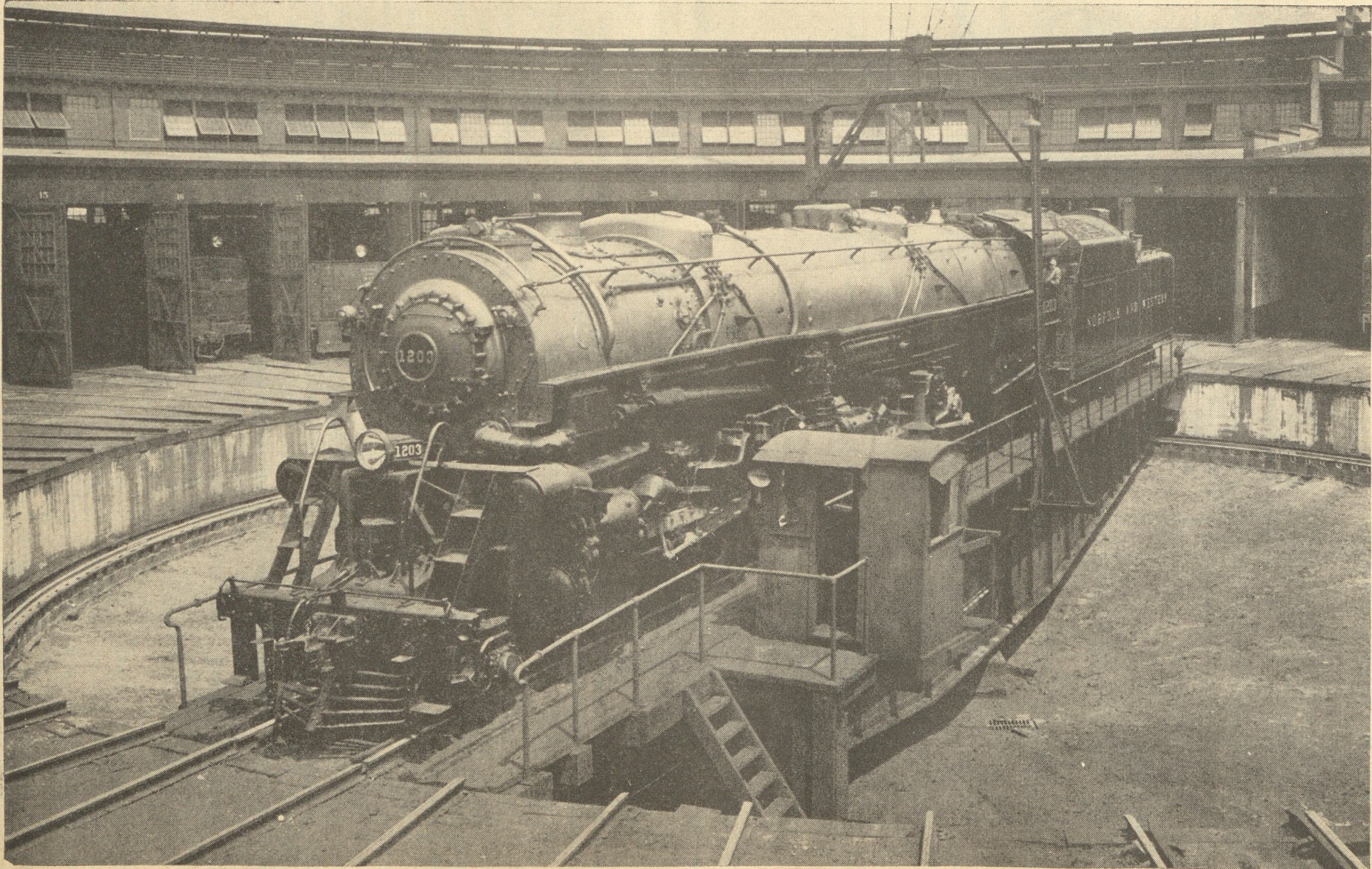
2-6-6-4



Principle Dimensions:

	Class A
Tractive effort, lbs.	114,000
Cylinders, diameter and stroke, in.	24 x 30
Drivers, diameter, in.	70
Weight on drivers, lbs.	432,350
Total engine weight, lbs.	573,000
Loaded tender weight, lbs.	378,600
Steam pressure, lbs. per sq. in.	300
Grate area, sq. ft.	122
Evap. heating surface, sq. ft.	6,639

Roanoke's Pride & Joy
The magnificent 'A' Class



Norfolk & Western built 43 of these high-speed, dual-purpose Class A's between 1936 and 1950. With a tractive effort of 114,000 pounds, they're the most powerful 12-drivered simple articulateds in the United States. Here, No. 1203 relaxes on N&W's table at Roanoke, Va.

Norfolk & Western

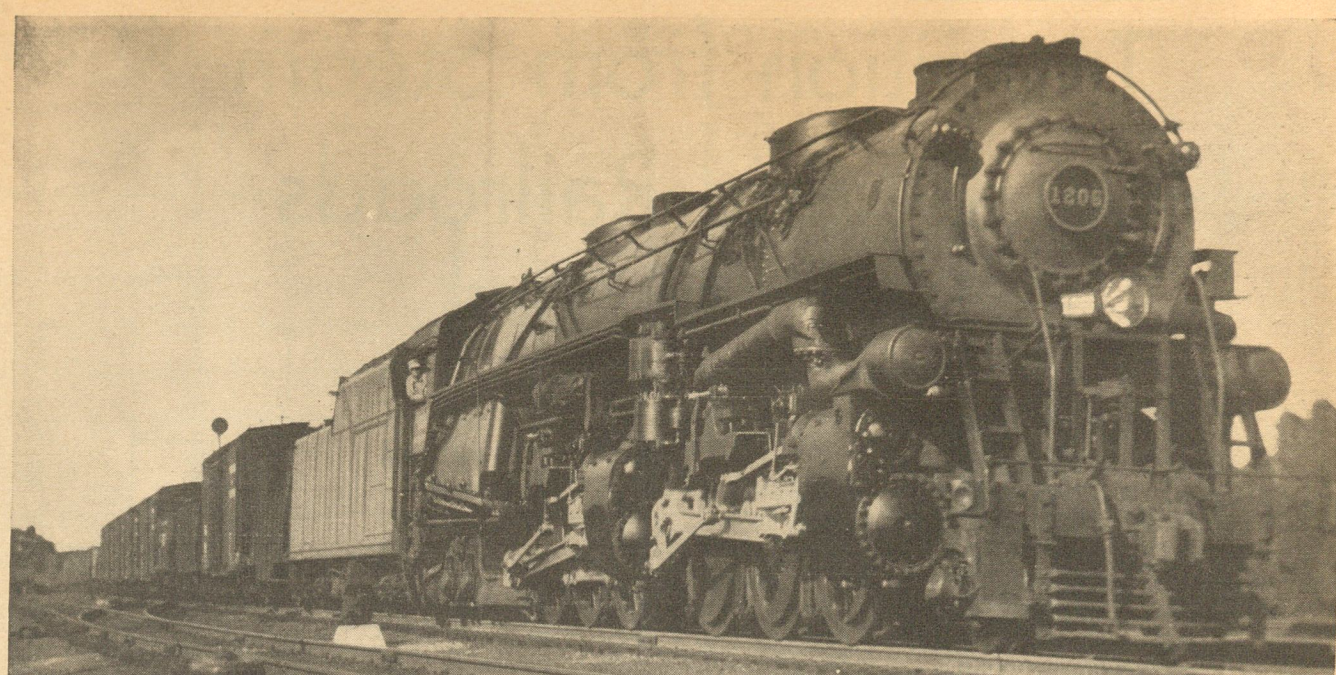
Clos. No. Sold Amount



Extra 1206 east near Vinton

Clos.

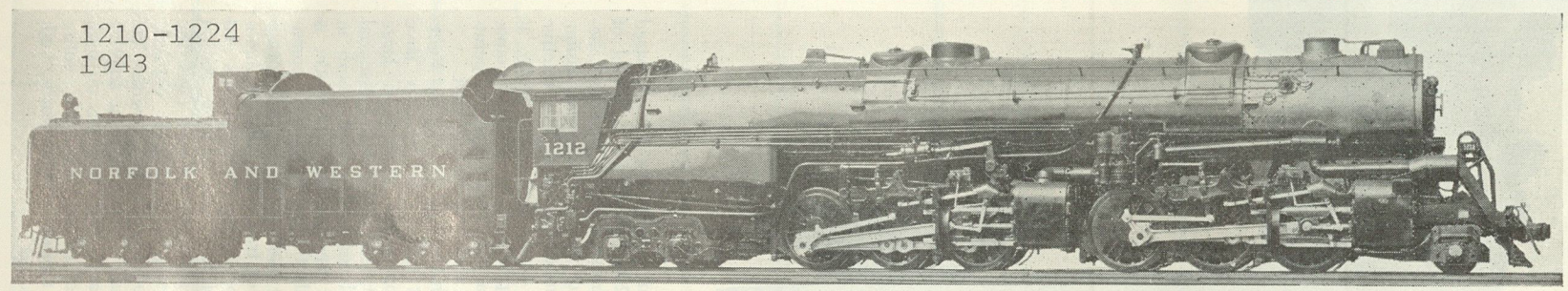
Amount



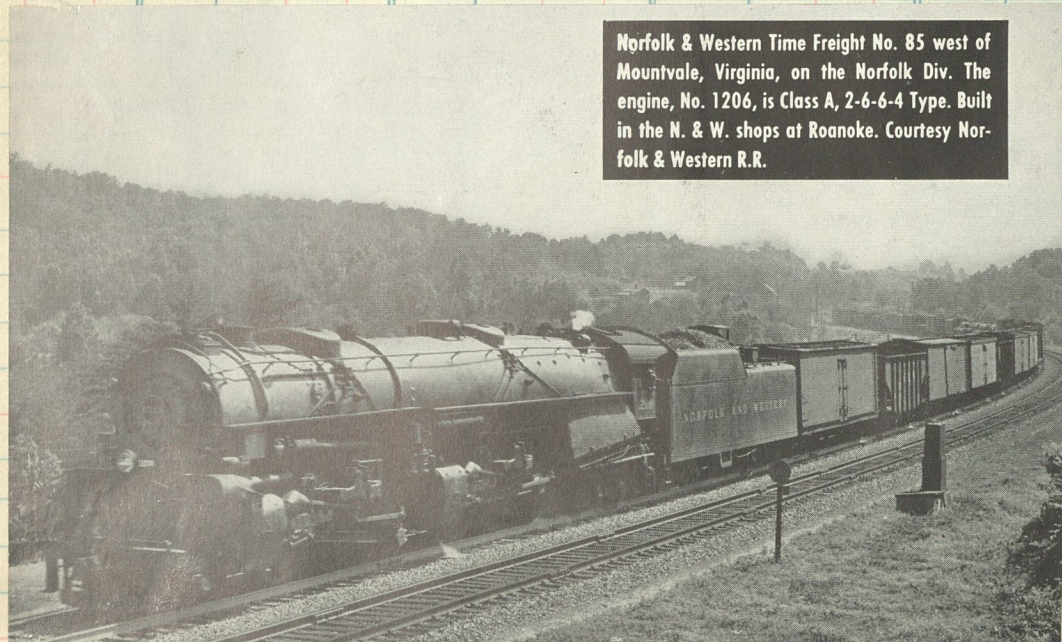
ON HER FIRST TRIP
Locomotive 1206, the latest super 2-6-6-4 articulated simple, built at the Roanoke Shops of the Norfolk & Western, running southward out of Columbus with heavy freight.

Railroad Photographs

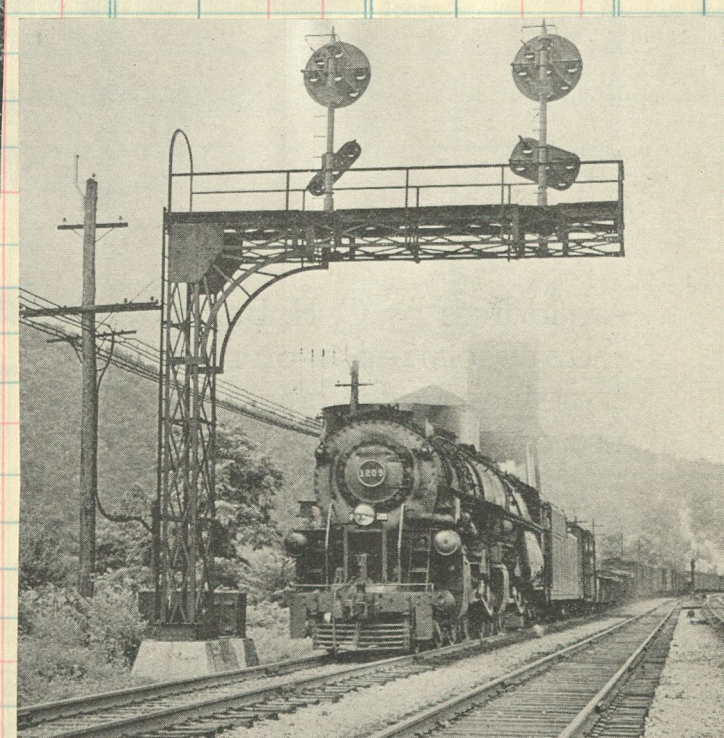
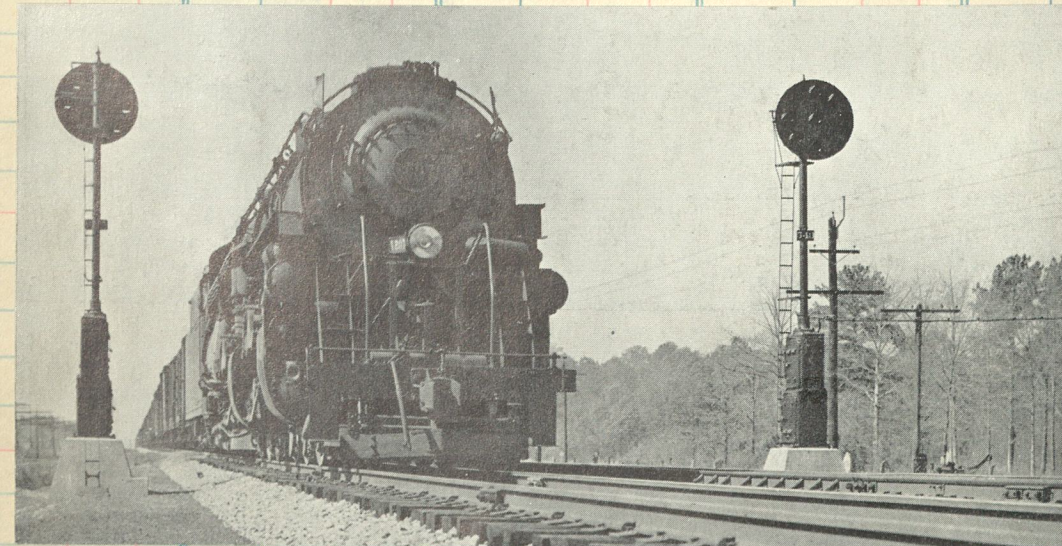
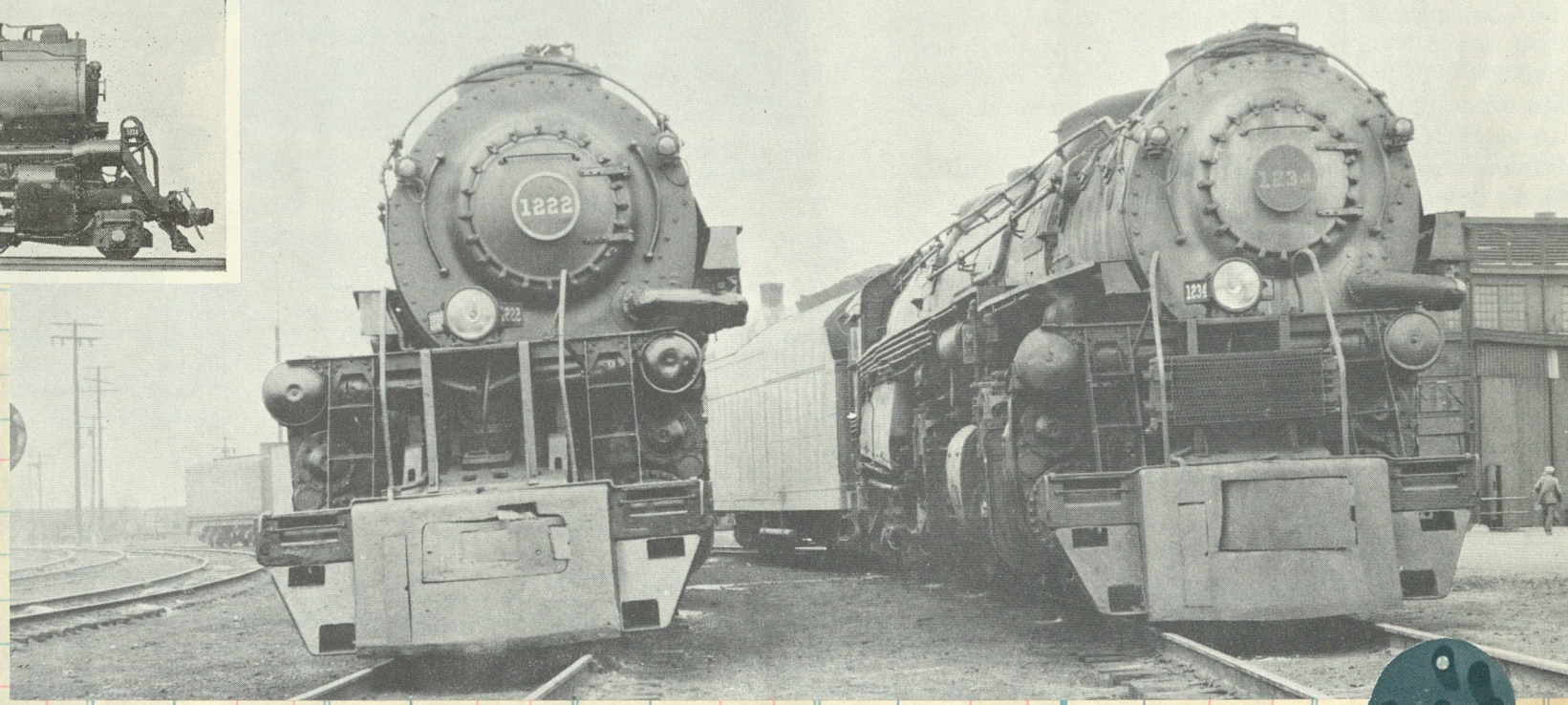
On the ready track at Columbus



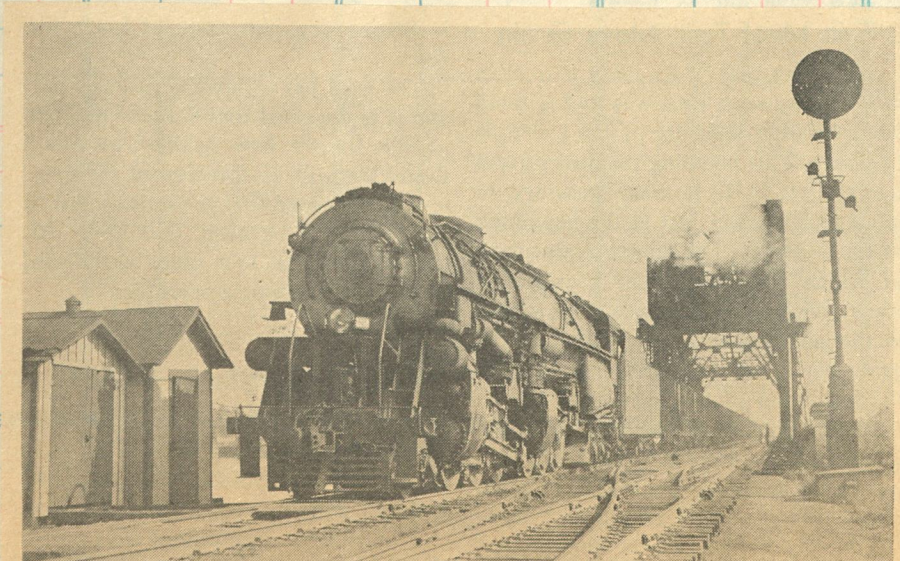
1210-1224
1943



Norfolk & Western Time Freight No. 85 west of Mountvale, Virginia, on the Norfolk Div. The engine, No. 1206, is Class A, 2-6-6-4 Type. Built in the N. & W. shops at Roanoke. Courtesy Norfolk & Western R.R.

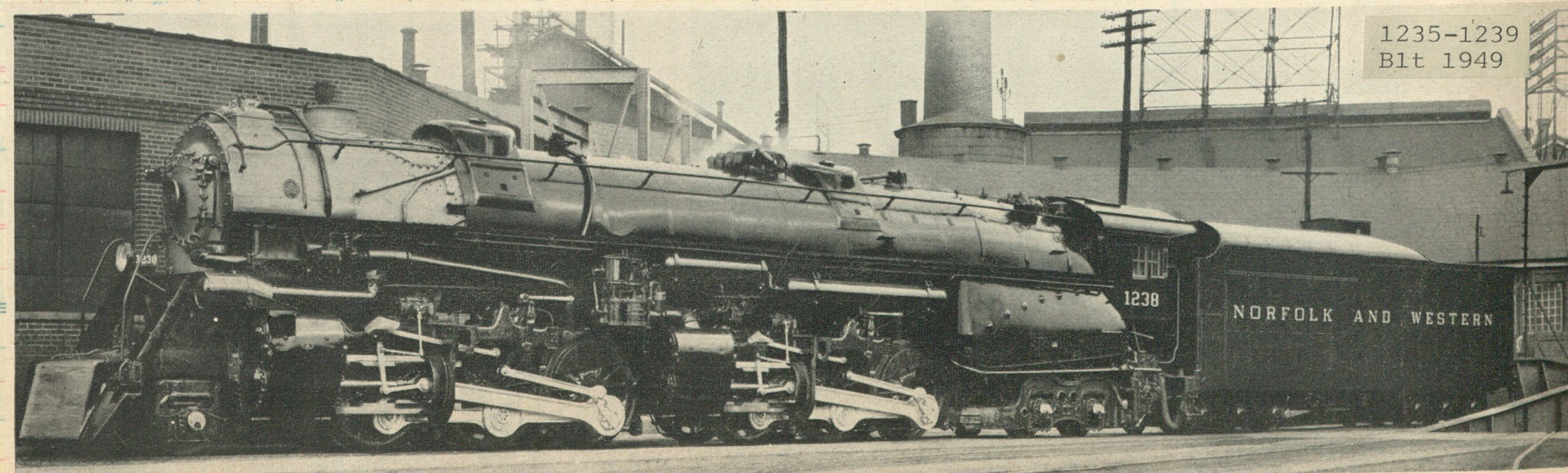


Timecard tonnage, #86, east of Magnolia



NORFOLK & WESTERN RAILROAD'S ENGINE 1209
This picture shows Engine 1209 arriving at Norfolk with a heavy freight drag.

Richard E. Prince, Jr.



1235-1239
Blt 1949

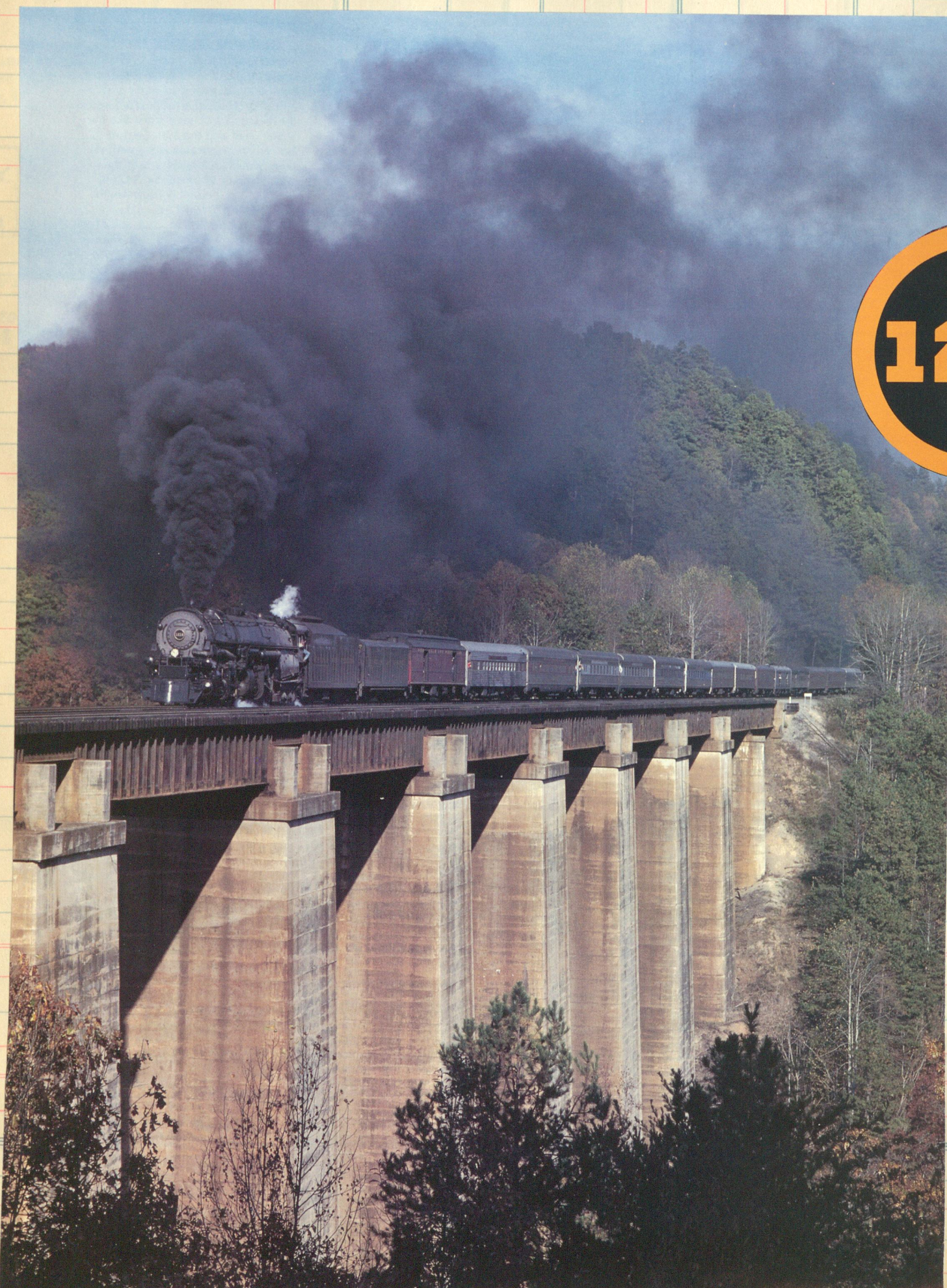


Congratulations, Norris shop crew (Ironton, Alabama) and Norfolk Southern! After a 22-month overhaul, March 26, 1987 was the day we've been waiting for. Its articulated machinery gleaming from 32,000 man-hours of care, Norfolk & Western Class A No. 1218 is captured near Wilton, Alabama on its break-in run.



With westbound revenue tonnage on Blue Ridge grade-1958.

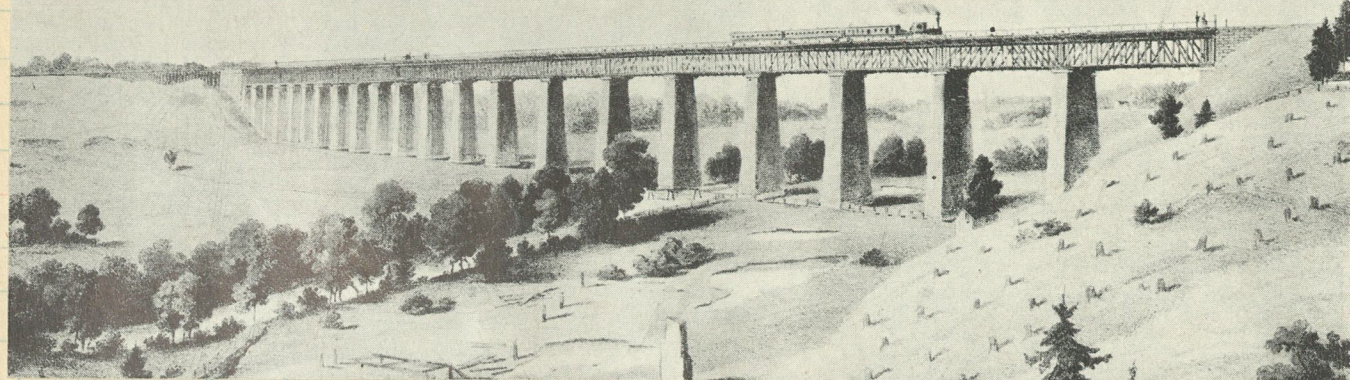
1218



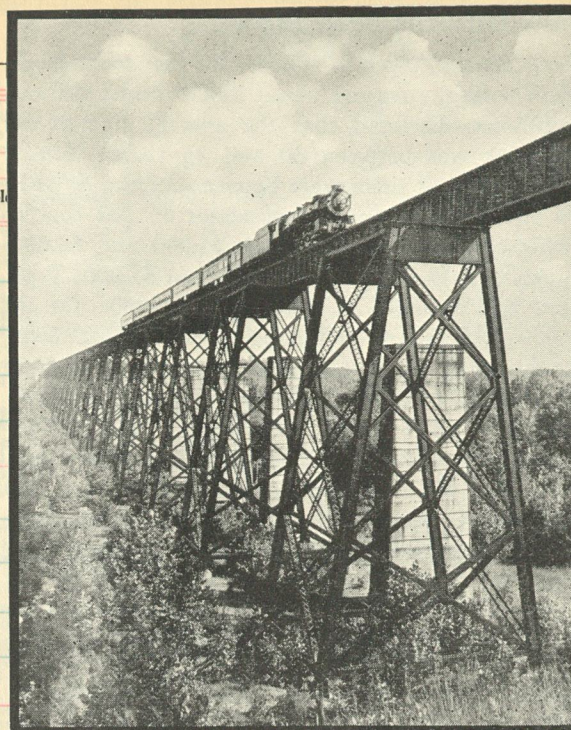
Norfolk & Western Class A No. 1218 returns from the July 30, 1987 Bluefield (W. Va.) excursion doing what she was built to do: haul freight. The recently-revived articulated steams toward Christiansburg Hill with a train of Appalachian bituminous.

THE N&W STORY

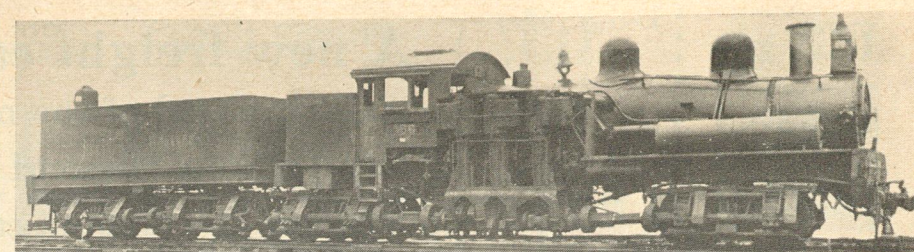
One of a series of advertisements dealing with the people and events involved in the founding and building of a great American railroad.



Original bridge across the Appomattox River east of Farmville, Va. built by the South Side RR in 1851. Length 3,400', Height 100'. Engineer: Mr. W. O. Sanford

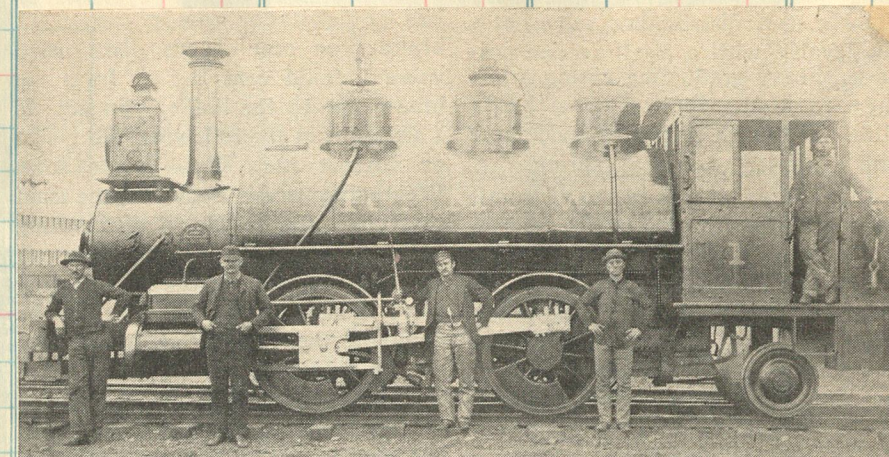


The present bridge



UNEXPECTED PLEASURE: Meet Shay 56 that did pusher duty on Norfolk & Western years ago.

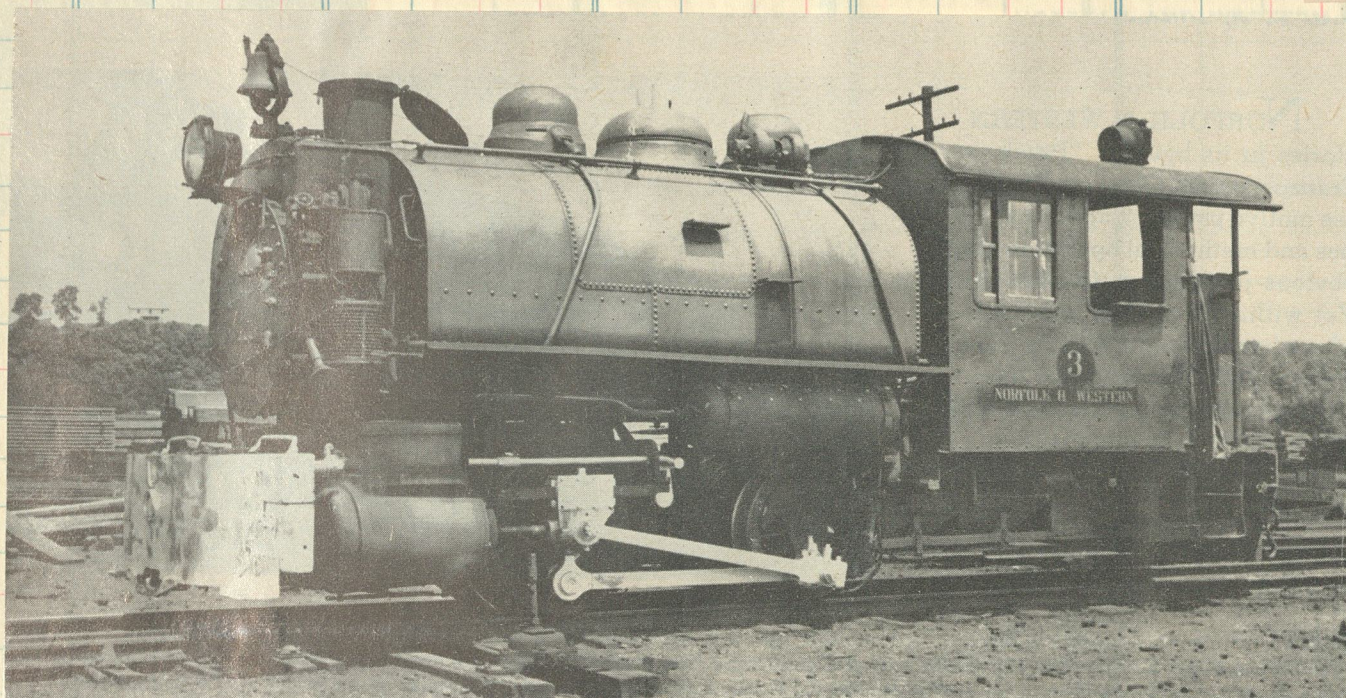
N&W's only Shay LIMA 1907 c/n 1893



THEY ONCE LOOKED LIKE THIS

This photograph was taken in 1886 at Roanoke, Va., and shows old engine 1 of the Roanoke Machine Works of the Norfolk & Western Shops. The crew was, left to right: W. H. Hall brakeman; W. W. Rule, brakeman; Powell De Armond, engineer; S. A. Patterson, conductor and Brother H. S. Garman, Div. 301, then the fireman.

Roanoke Machine Works #1 Baldwin 1883 c/n 6644

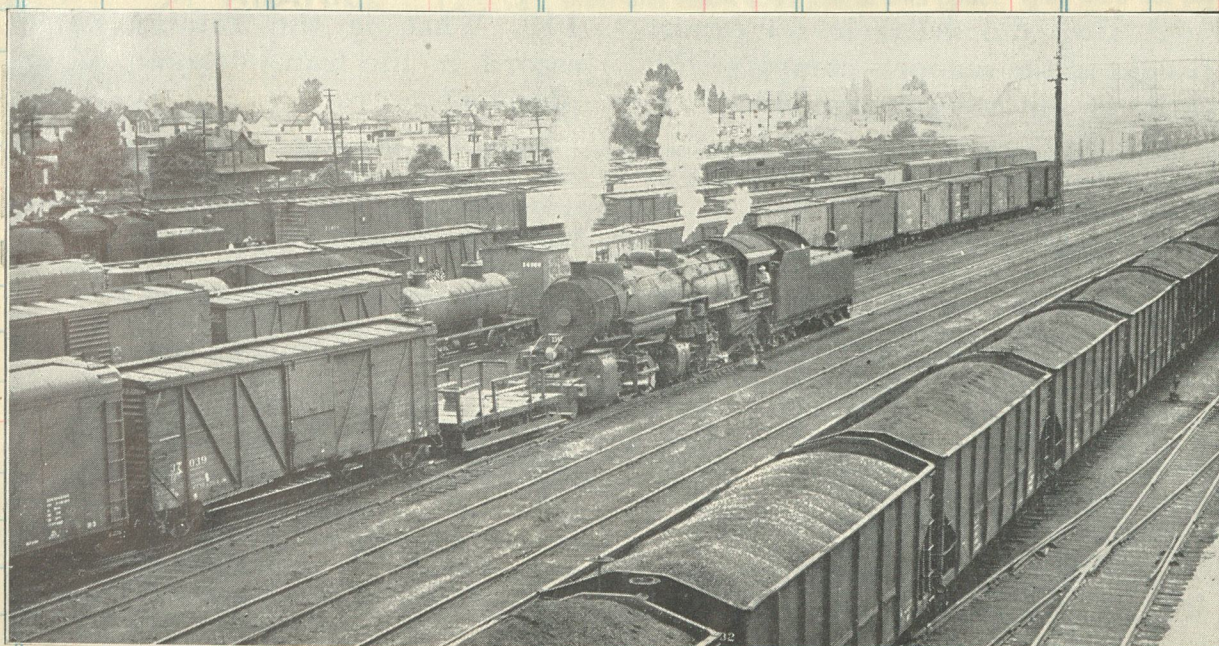


Both photos this page, A. A. Thieme

TENACIOUS TODDLER

Diminutive 36-inch-gauge No. 3 nuzzles carriages of crossties about the Radford (Va.) treating plant. The saddle-tanker,

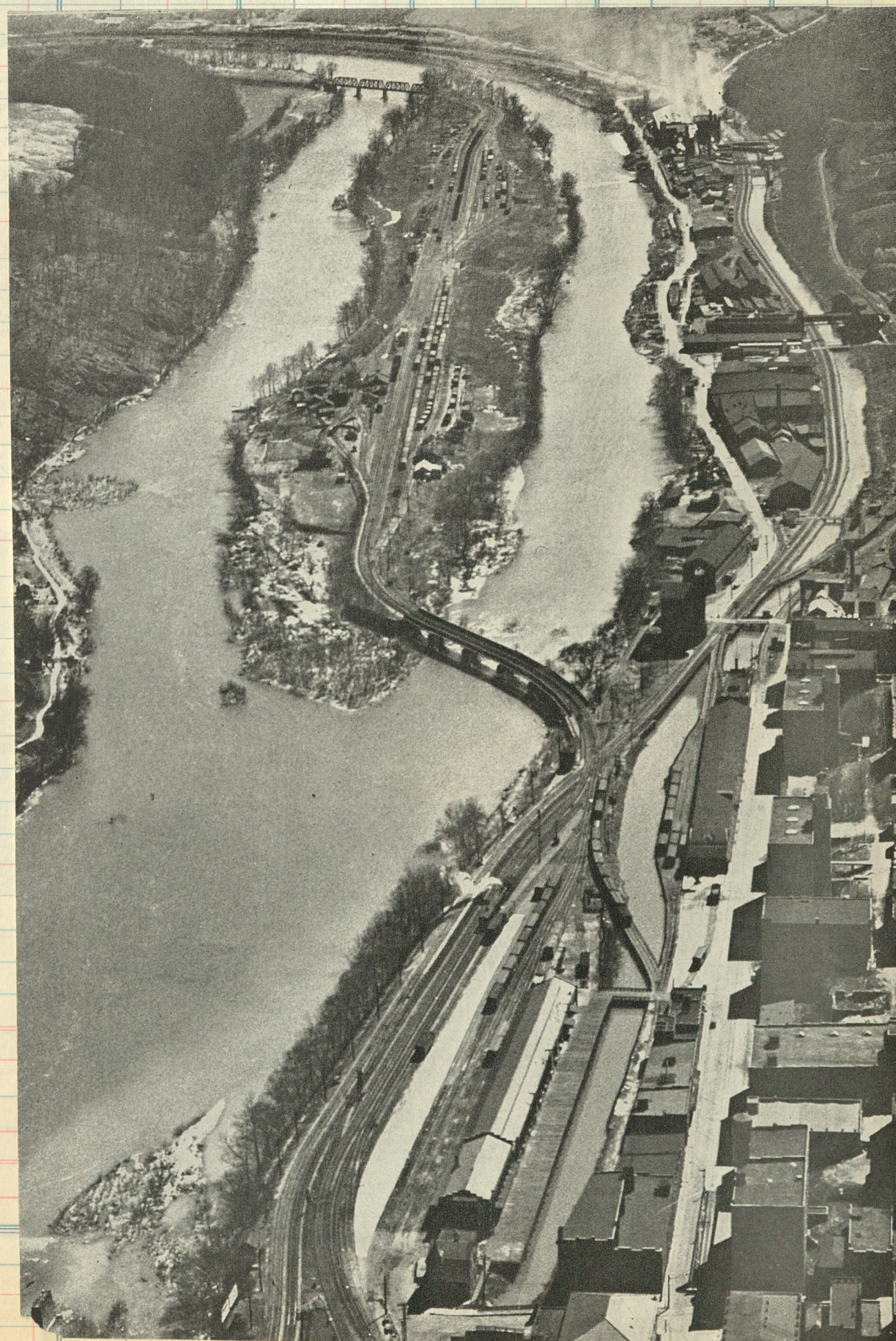
with its rare Vulcan builder's plate and glistening silvered bumper and side rods, never appears on the N&W locomotive roster; it is listed with maintenance of way equipment



A "Z" class works as a yard engine in the Roanoke garden



Renoed
70000-70009
Blt 1921



Island Yard in the middle of the James River at Lynchburg. The C. & O. along the right bank.

SELLER
DATE
FORM

DESTINA

4-8-4

Clos. No.

So

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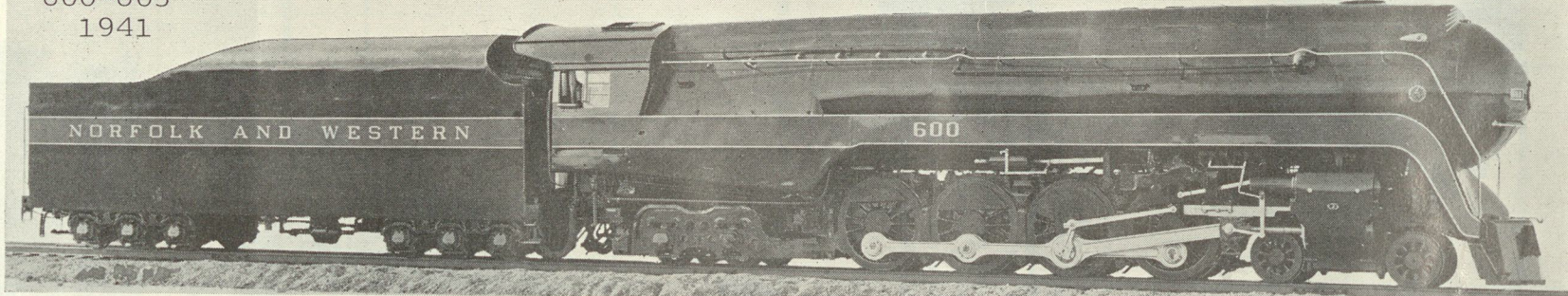
Clos. No. Sold Amount Clos. No. Sold Amount



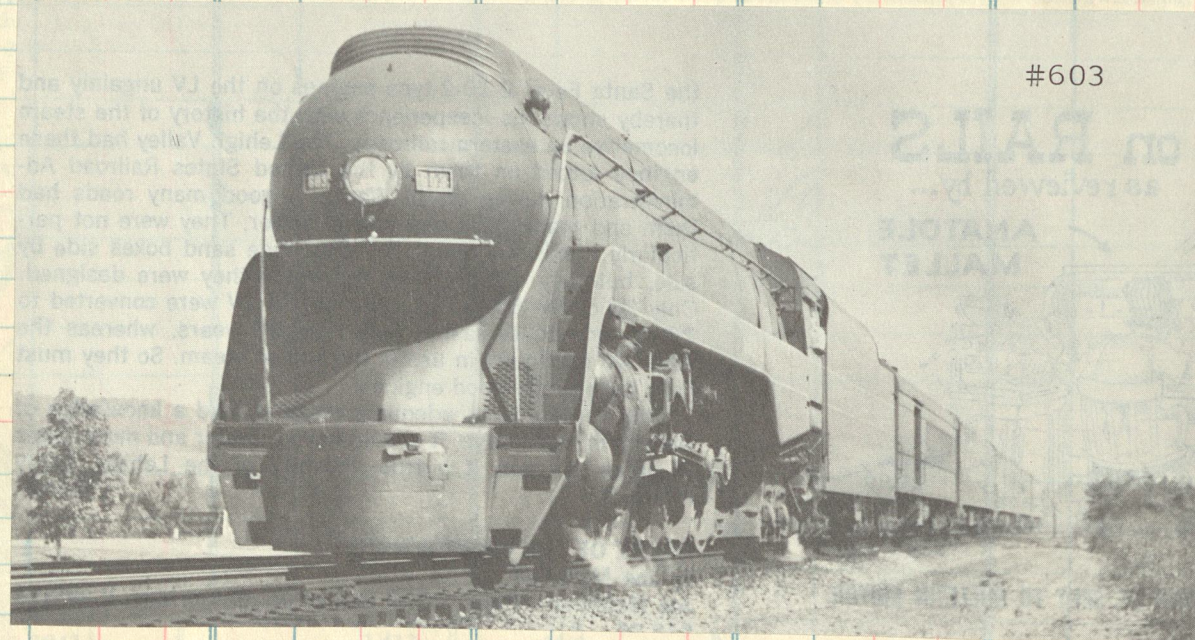
The Southern Ry operated its TENNESSEAN over the N&W between Bristol and Lynchburg. Here it is being handled by the 601 on the northbound run about twenty miles west of Roanoke.

Trn #45 at Roanoke

600-603
1941



#603



The east bound POCAHONTAS passing the New River Palisades



Racing by the depot at Blue Ridge

#605

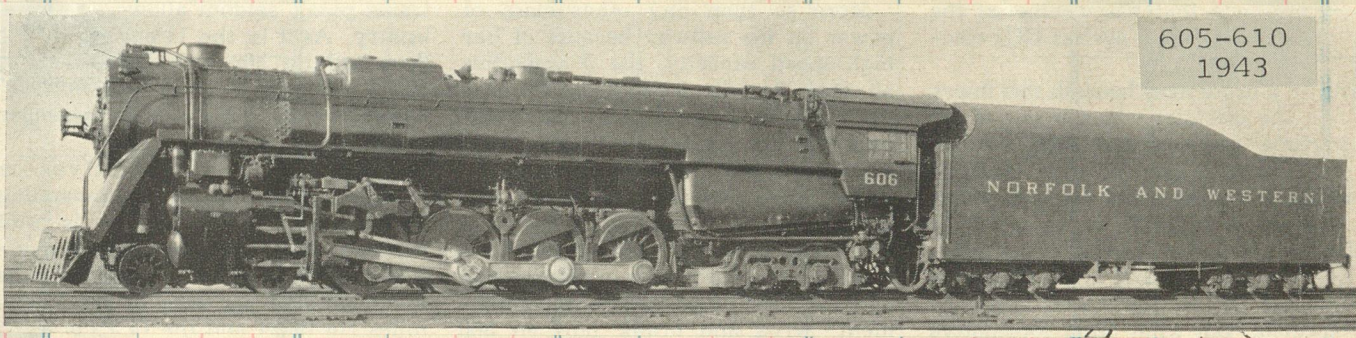
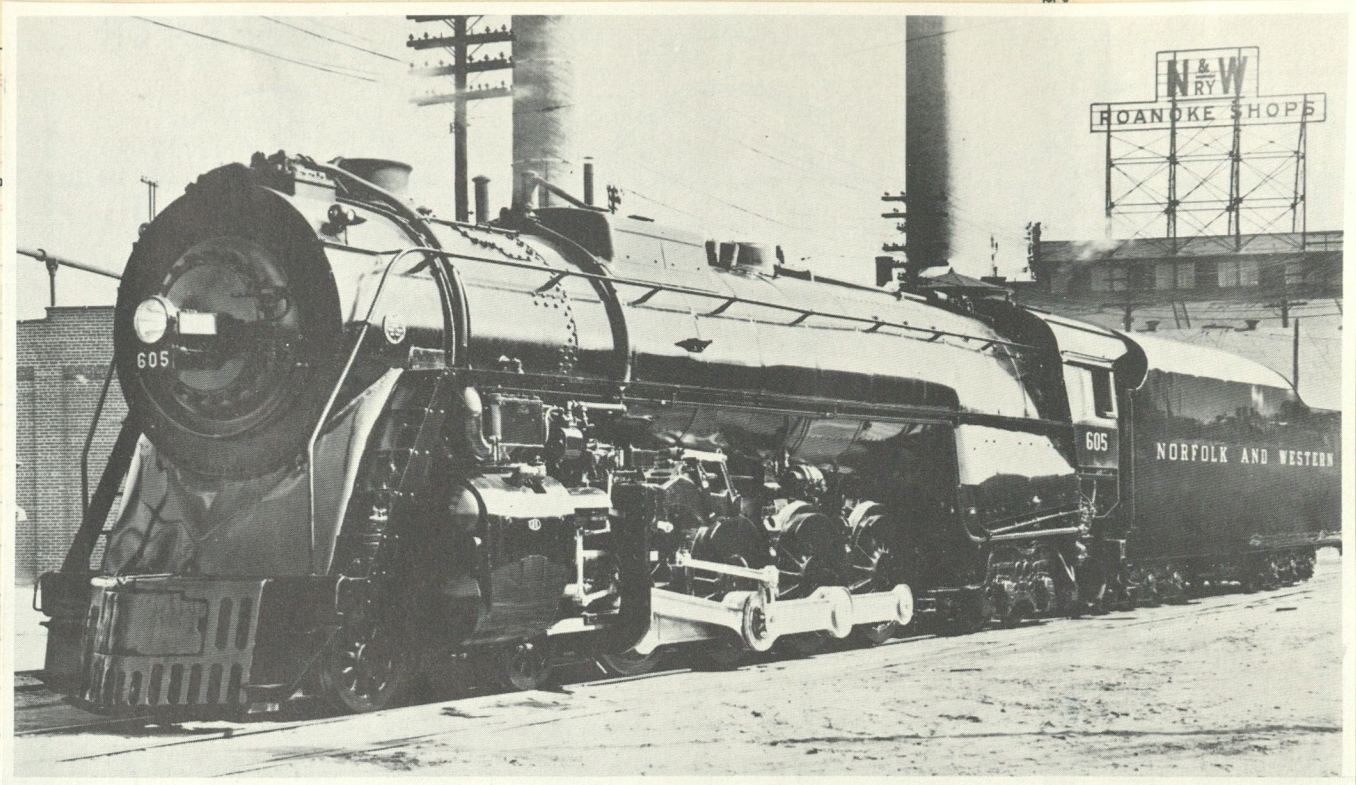


its the
New Powhatan Arrow

Clos. No.



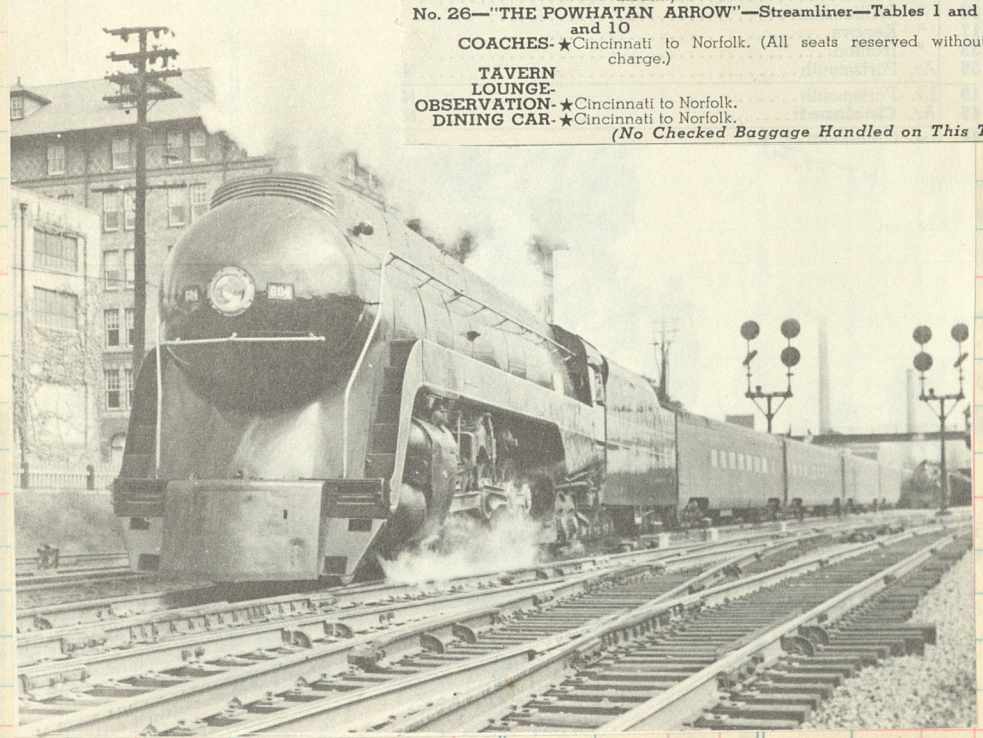
↑4-8-4 No. 609 stands head and shoulders over her consist of new Powhatan Arrow equipment while the streamliner is on exhibit in coal-mining Williamson, W. Va.



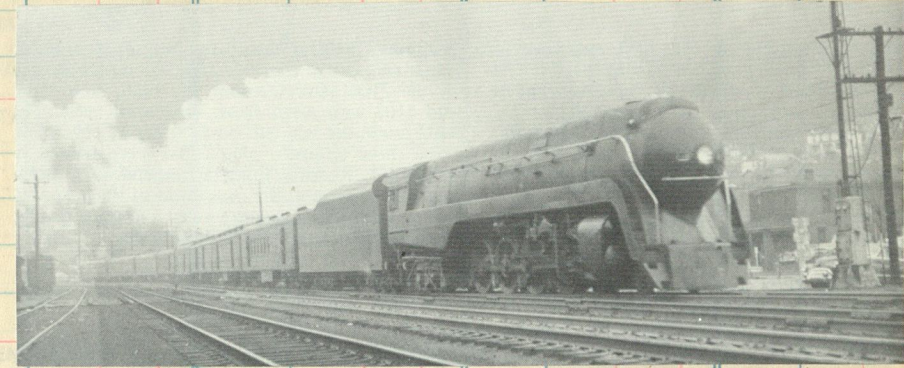
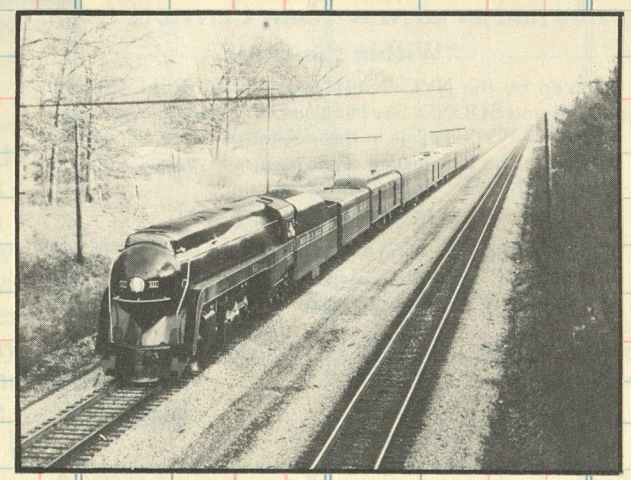
605-610
1943

First revenue trip April 28, 1946

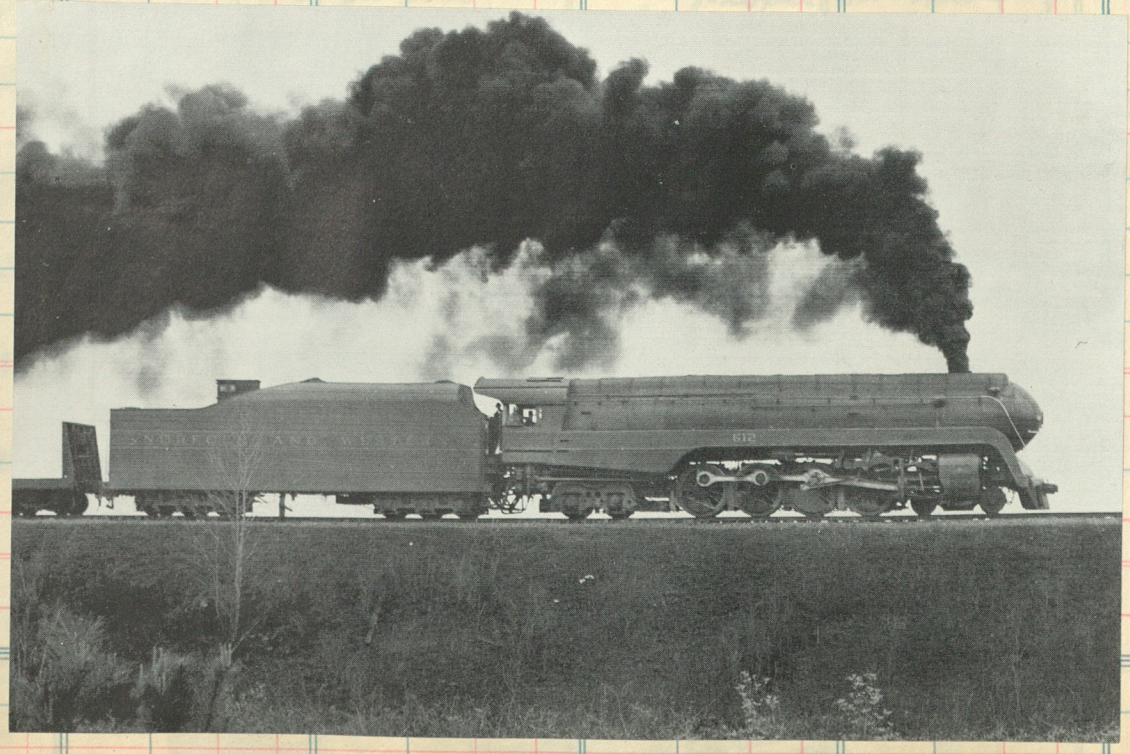
No. 26—"THE POWHATAN ARROW"—Streamliner—Tables 1 and 4, Pages 8 and 10
COACHES—★Cincinnati to Norfolk. (All seats reserved without additional charge.)
TAVERN LOUNGE—★Cincinnati to Norfolk.
OBSERVATION CAR—★Cincinnati to Norfolk.
DINING CAR—★Cincinnati to Norfolk.
(No Checked Baggage Handled on This Train.)



#26 departing Roanoke



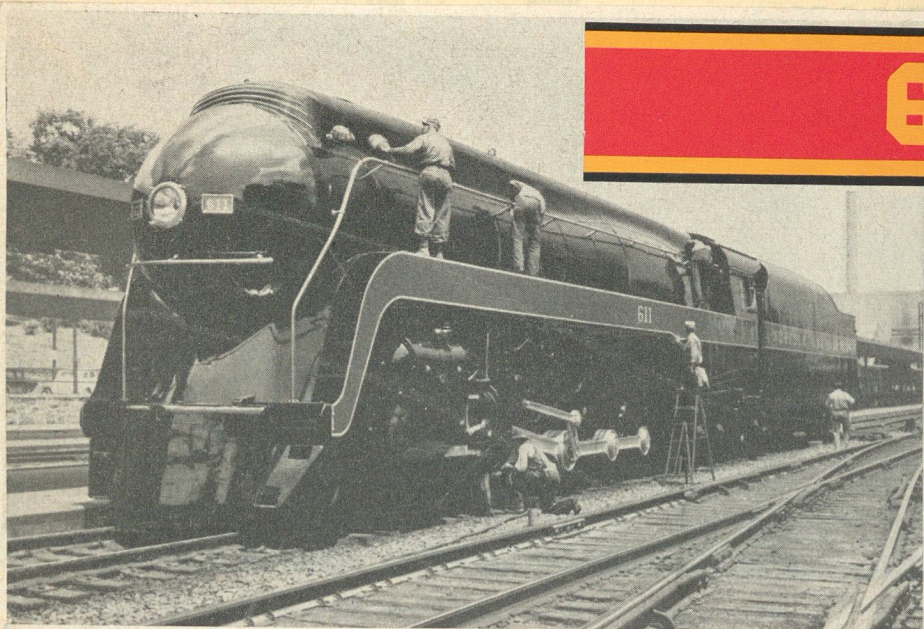
The 605 arrives at Williamson with the "Arrow" March 1958



The 613, the last 4-8-4 delivered [July 1950] for U. S. service, snaps out of Bluefield with fifteen cars of Trn #15.

SELLER
DATE
FORM DESTINATION

611



1950

Regardless of the general trend, Norfolk & Western doesn't give a hoot about diesels. As proof, here is its newest Roanoke-built locomotive, J-class 4-8-4 No. 611. Born May 29, the Northern is the first of series 611-613. Here she gets a rubdown prior to official photos at Roanoke.



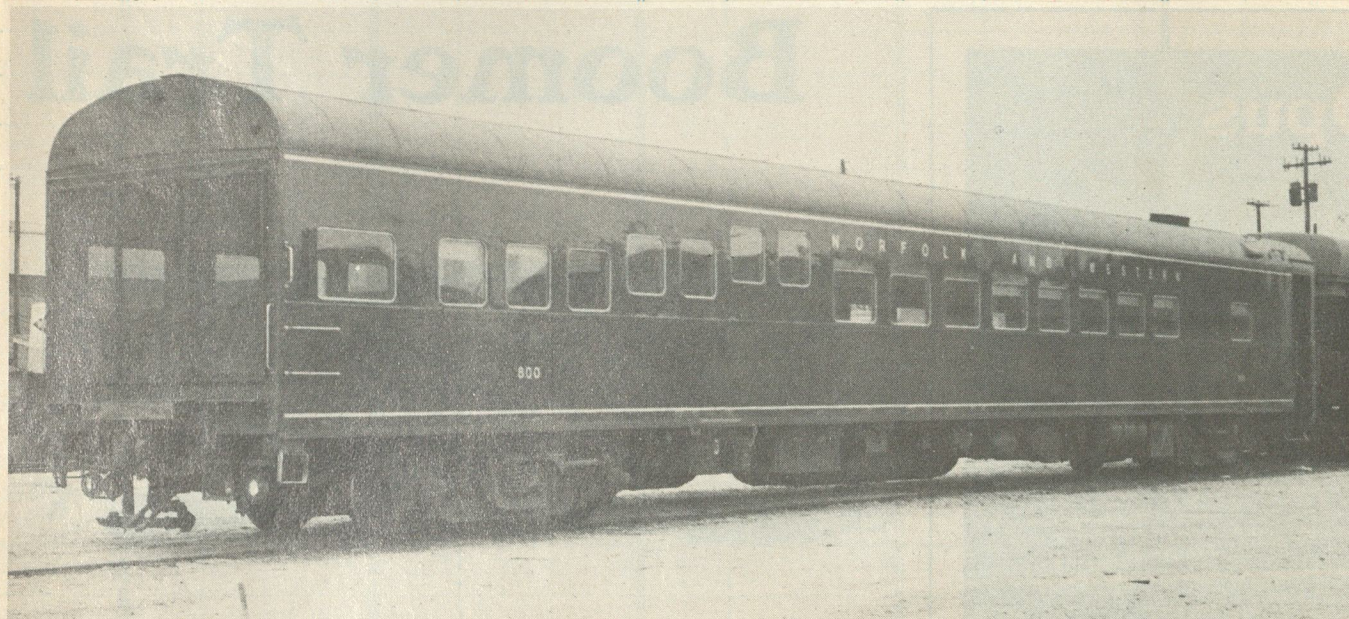
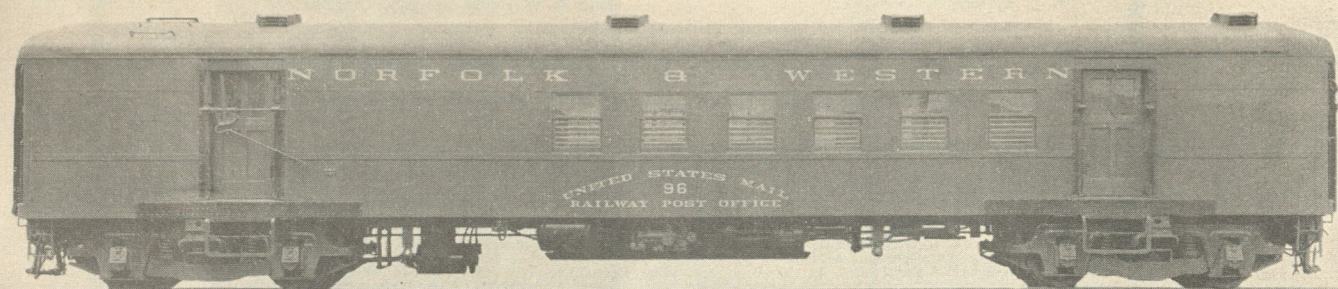
Returned to active service August 1982.

Today she provides excitement for her patrons on numerous excursions



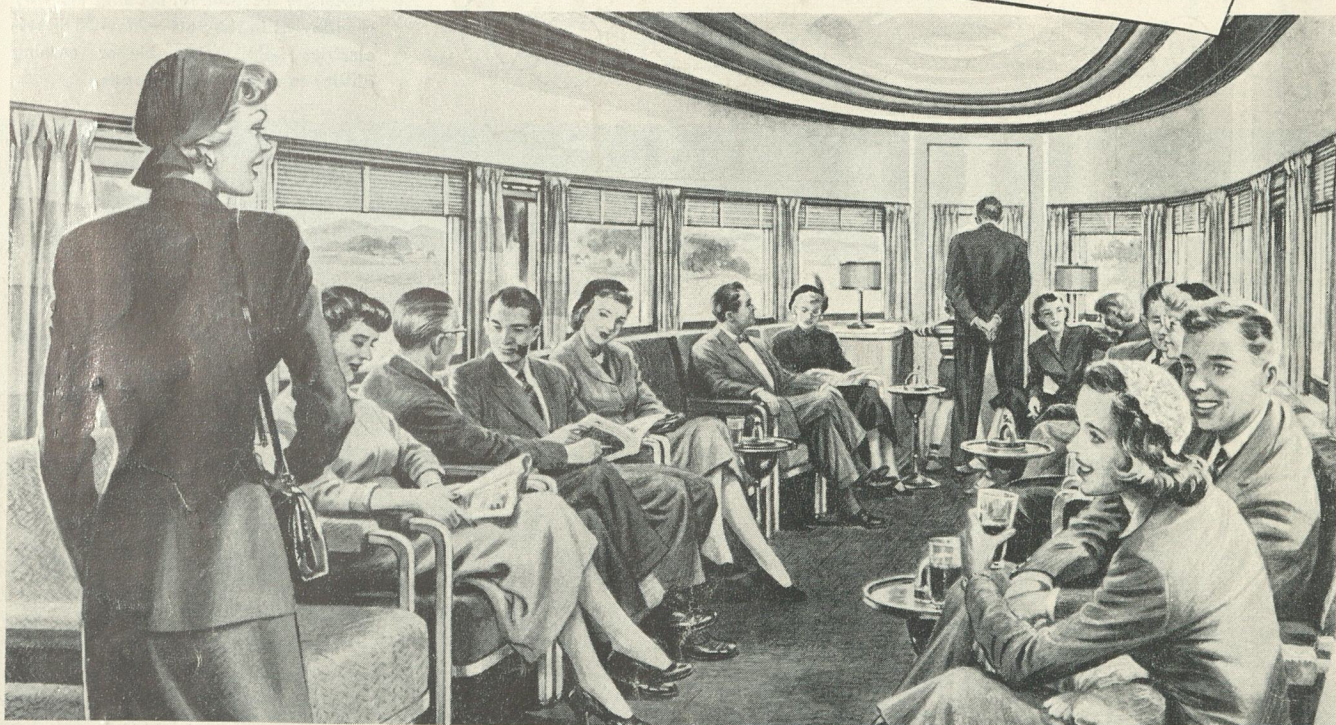
NRHS special at Bluefield-July 1987





the Finest in
LUXURY EQUIPMENT
 TRAVERSING A LAND RICH
 IN SCENIC BEAUTY AND
 HISTORICAL TRADITION . . .

Between the
MIDWEST and the
VIRGINIA SEASHORE
and the
NORTH and
SOUTH



The **POWHATAN ARROW**

You know trains. You want swift, safe, luxurious travel when you go somewhere. Ask your ticket agent to route you "via the N. & W." on *The Powhatan Arrow* or *The Pocahontas* for East-West travel between Cincinnati-Columbus and the Virginia Seashore . . . and on *The Pelican*, *The Tennessean* or *The Birmingham Special* for North-South travel between New York and New Orleans and principal cities of the Southwest.

The **POCAHONTAS**

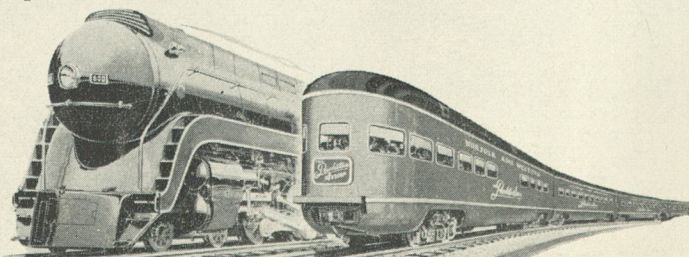
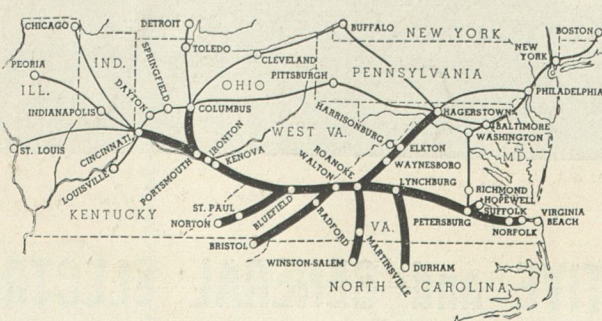
The **PELICAN**

The **TENNESSEAN**

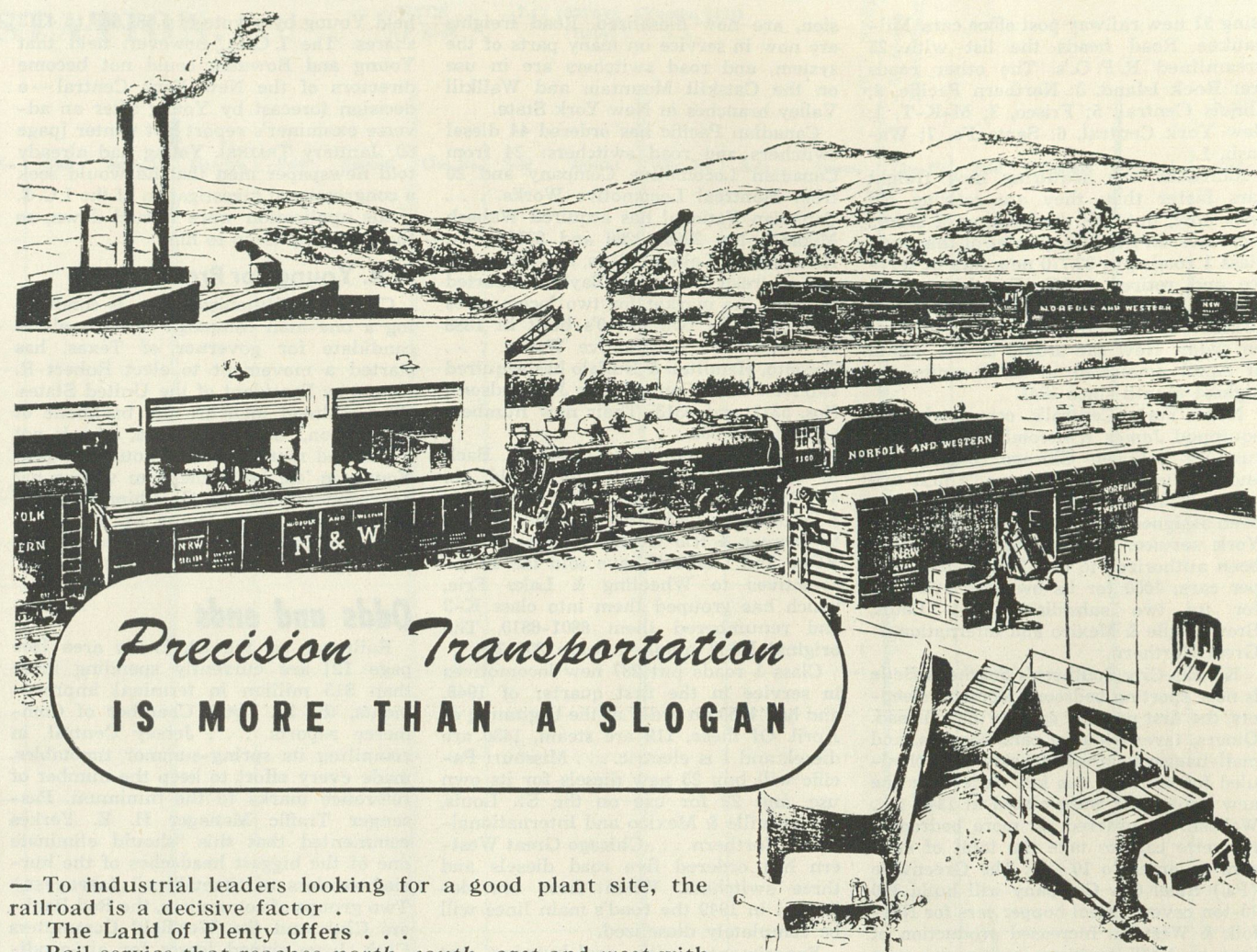
The **BIRMINGHAM SPECIAL**

Among these five fast trains you'll find varied types of modern travel conveniences, such as — roomy coaches with wide, deeply-cushioned, adjustable seats . . . famous foods and cheerful dining car service . . . distinctive bedrooms and roomettes with individual temperature control, private lavatory and wardrobe locker . . . luxurious Tavern-Lounge-Observation cars.

Travel "via N. & W." — the pleasant way to take the "ravel" out of travel — and a real treat for people who know trains.



Norfolk and Western
RAILWAY



Precision Transportation
 IS MORE THAN A SLOGAN

— To industrial leaders looking for a good plant site, the railroad is a decisive factor .

The Land of Plenty offers . . .

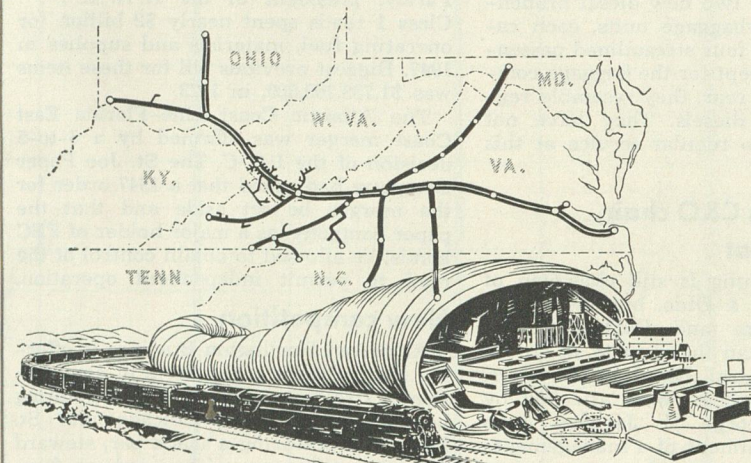
— Rail service that reaches *north, south, east and west* with connections to all points of the nation . . .

— Rail service *direct to shipside* at the modern, ice-free, year-'round Port of Norfolk . . .

— Rail service that is *fast, safe and dependable* because the most modern equipment and sound operating methods are used . . .

Precision Transportation of the Norfolk and Western Railway means all these things to discerning manufacturers who locate in the *Land of Plenty*.

Precision Transportation is a Norfolk and Western pledge you can depend on in the *Land of Plenty* — the six great states served by this railway system.



LAND OF PLenty

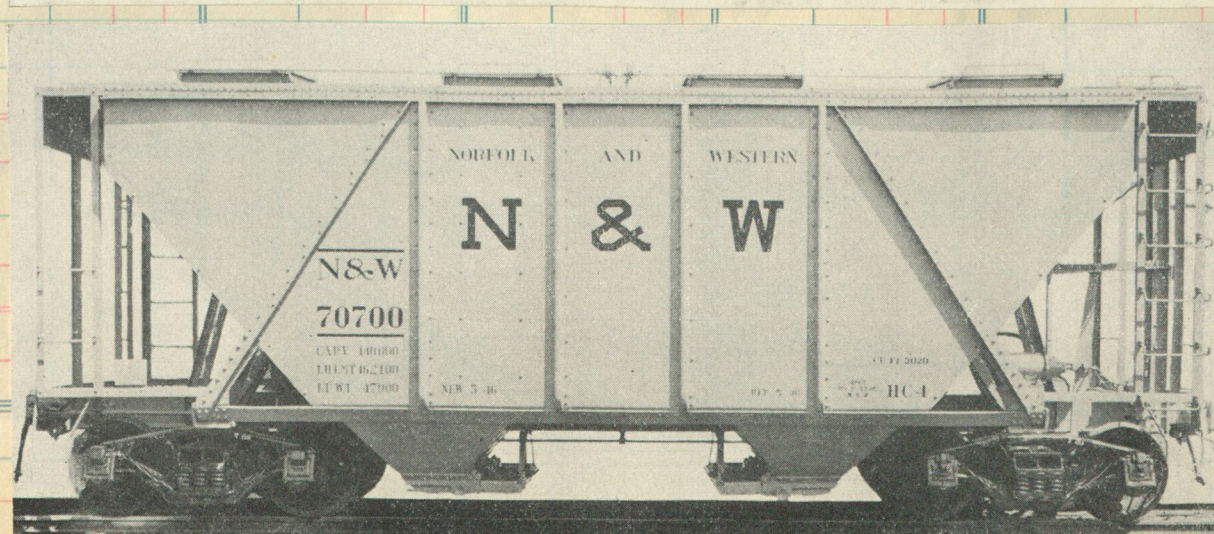
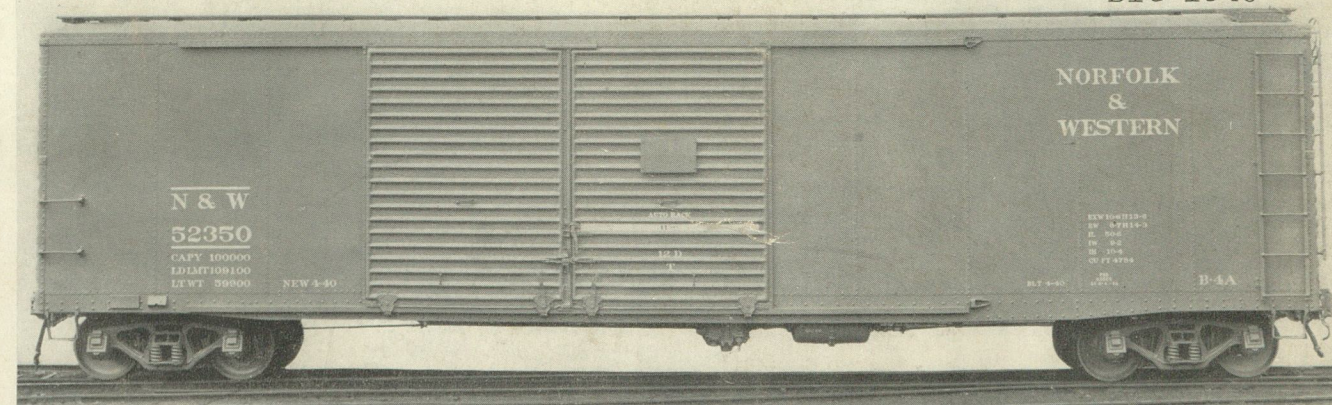
- Variety of raw materials . . .
- Manpower—intelligent and "home-rooted" . . .
- The Norfolk and Western Railway . . .
- The port of Norfolk, gateway to world markets . . .
- Dependable electric power and industrial water . . .
- An uncrowded territory of sensible real estate levels . . .
- Cooperative state and local governments . . .
- The world's finest Bituminous Coal in the heart of the territory . . .
- Progressive communities where industrious people are content . . .
- Equable, healthful climate . . .

Norfolk
and Western
RAILWAY

For complete information about any section of *The Land of Plenty*, write the Industrial and Agricultural Department, Drawer T-112, Norfolk and Western Railway, Roanoke, Va. All information furnished in strictest confidence.

50'6"

B1t 1940



Norfolk & Western 70-ton covered hopper cement car. Road Class HC-4. Built at railroad shops. Light weight 47,900 lb.; load limit 162,100 lb.; capacity 2,020 cu. ft.; inside length 28 ft. 0 in.; width 9 ft. 10 in.

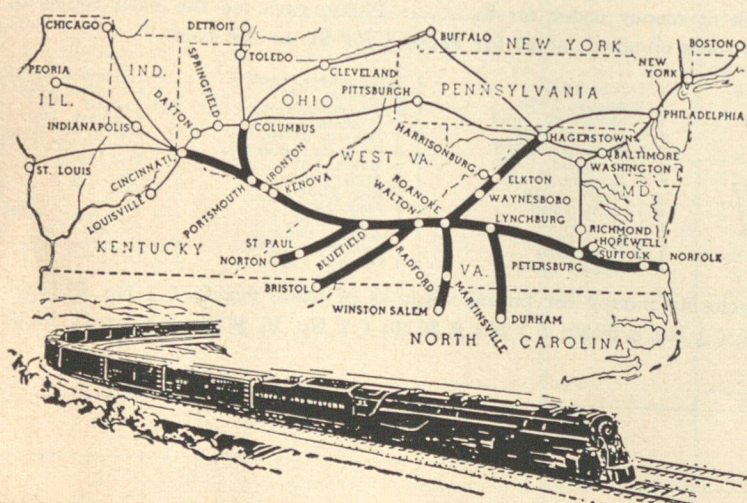
2-8-8-2

Check!

Plenty of
**MOTIVE
POWER**
insures
GOOD SERVICE
on the **N&W!**

The Norfolk and Western owns and operates a fleet of modern heavy-duty, custom-built coal-burning locomotives . . . maintained in top-grade condition . . . available around the clock . . . immediately ready to haul your freight.

This ample power pool is only one of the many advantages you get when you ship "Via N&W" — but it is a major reason why N&W transportation is *Precision Transportation*.

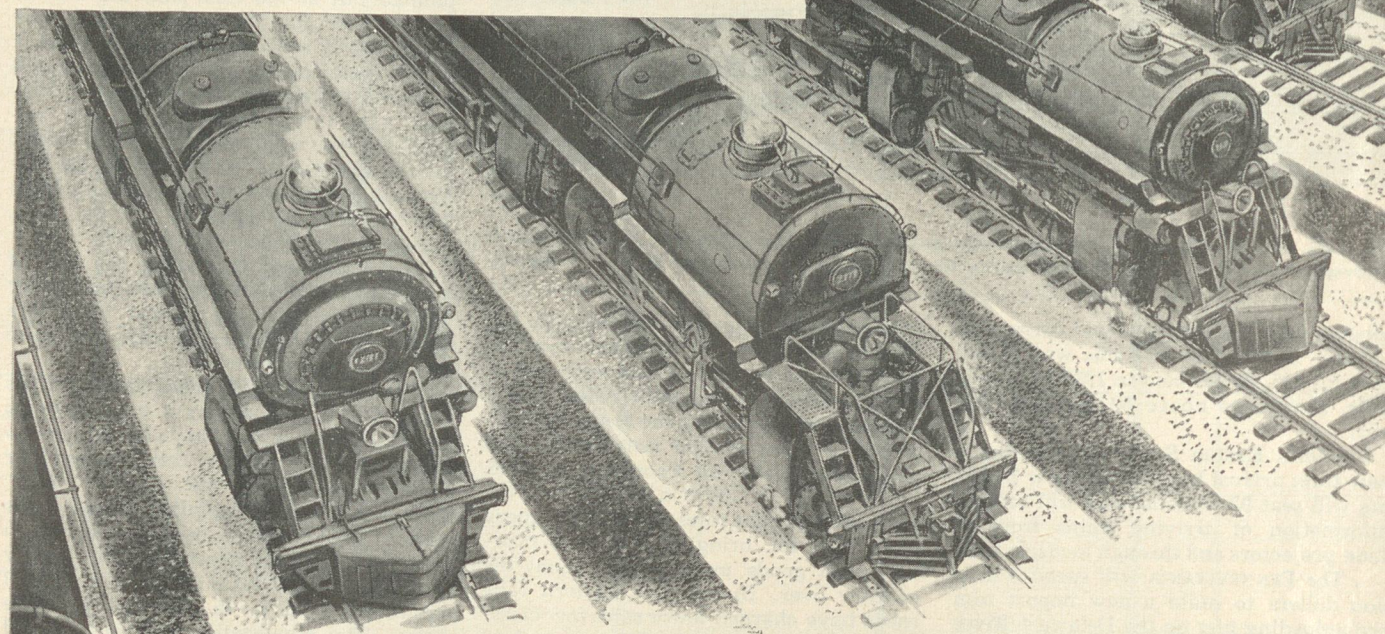


Norfolk and Western RAILWAY

PRECISION TRANSPORTATION

N&W freight representatives are located in principal U. S. cities, as near as your telephone. They have wide experience, and their job is to help you with shipping problems, without obligation. Call on them — they're at your service.

WHEN YOU SAY **"N&W"**
you're right!



CUSTOM-BUILT POWER TO MOVE YOUR PRODUCT

For the past 24 years, the Norfolk and Western has designed and built all its locomotives (with the exception of a few switch engines) in the railroad's Roanoke, Va., Shops.

This is a tremendous, exacting task. A major reason for undertaking it is: *The Norfolk and Western knows the specific requirements of the big job it confronts 24 hours every day, and since we have set our own high standards for performance, we are in a position to create the specific tools necessary to perform that job.*

"A sound theory," you might say, "but has it paid off?"

Let's look at the record —

Today, the N. & W.'s fleet of modern, powerful, coal-burning, steam locomotives is less than half the number owned by the railroad 29 years ago, YET TODAY'S FLEET HAULS MORE THAN TWICE THE TONNAGE. Bigger and better, these

symphonies of steel and power haul the greater volume of traffic faster, safer and more efficiently.

Dependability is the keystone in the world-famed performance records of these locomotives. Roller bearings, extended mechanical lubrication, detailed inspection and exacting maintenance, plus a system of modern engine terminals for swift servicing are factors that help assure that dependability around the clock.

Today's N. & W. coal-burning locomotives have consistently established high records of gross ton miles per train hour. This performance is a direct reflection of the N. & W.'s *will and skill* to provide only the BEST in rail transportation for shippers and receivers of freight. Their speed, safety, and "Tailoring for the job" are more reasons why — "WHEN YOU SAY 'N&W', YOU'RE RIGHT!"

The DEPENDABLE *Norfolk and Western Railway* 1951

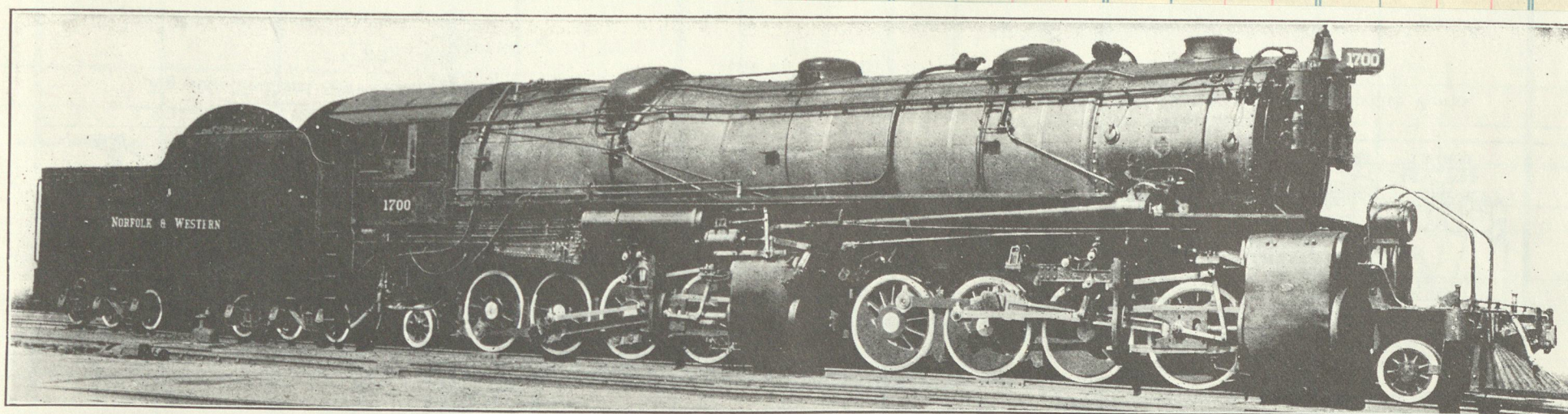


Fig. 107—Mallet Articulated (2-8-8-2) Compound Locomotive for Freight Service. Built by the Norfolk & Western.

Gage 4 ft. 8 1/2 in.
Tractive effort, compound 104,300 lb.
Tractive effort, simple 135,600 lb.
Weight in working order 535,000 lb.
Weight on drivers 472,000 lb.
Weight on leading truck 28,000 lb.
Weight on trailing truck 35,000 lb.
Weight of engine and tender in working order 747,000 lb.
Wheel base, engine and tender 92 ft. 11 1/4 in.
Compound cylinders 24 1/2 in. and 39 in. dia. by 32 in. stroke
Piston valves H.P., 14 in., L.P., 17 in. dia.
Driving wheels, diameter over tires 56 in.
Engine truck wheels, diameter 30 in.
Trailing truck wheels, diameter 30 in.

Working pressure 230 lb. per sq. in.
Firebox, length and width 12 ft. by 8 ft.
Firebox, plates, thickness 7/16 in.
Firebox, water space Front 5 1/2 in., back 5 in., sides 4 1/2 in.
Tubes and flues, length 24 ft.
Heating surface, tubes and flues 5,834 sq. ft.
Heating surface, firebox including arch tubes 482 sq. ft.
Superheater heating surface 1,510 sq. ft.
Equivalent heating surface* 8,581 sq. ft.
Grate area 96 sq. ft.
Fuel Bit. coal
Tender Water bottom
Weight of tender 212,000 lb.
Wheels, diameter 33 in.

Journals, diameter and length 5 1/2 in. by 10 in.
Capacity Water 12,000 gals., coal 20 tons

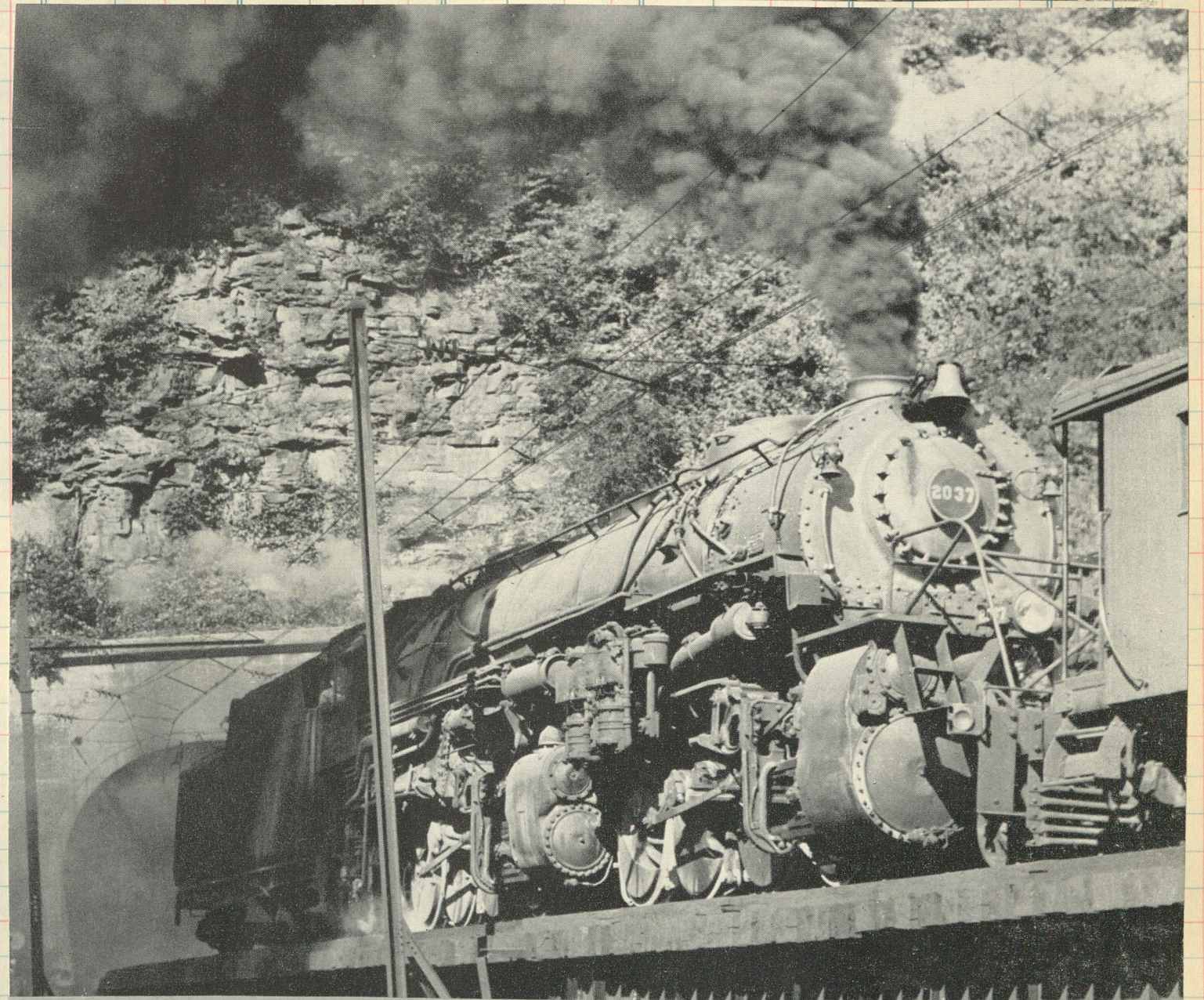
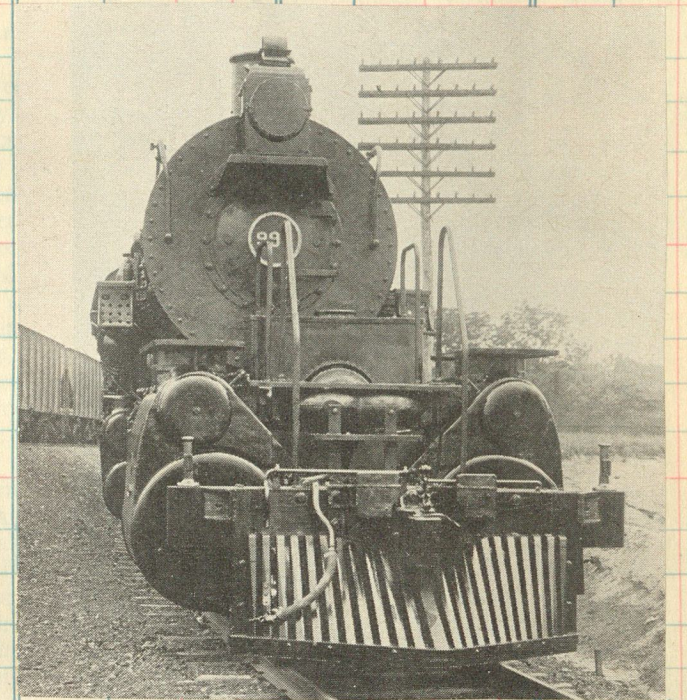
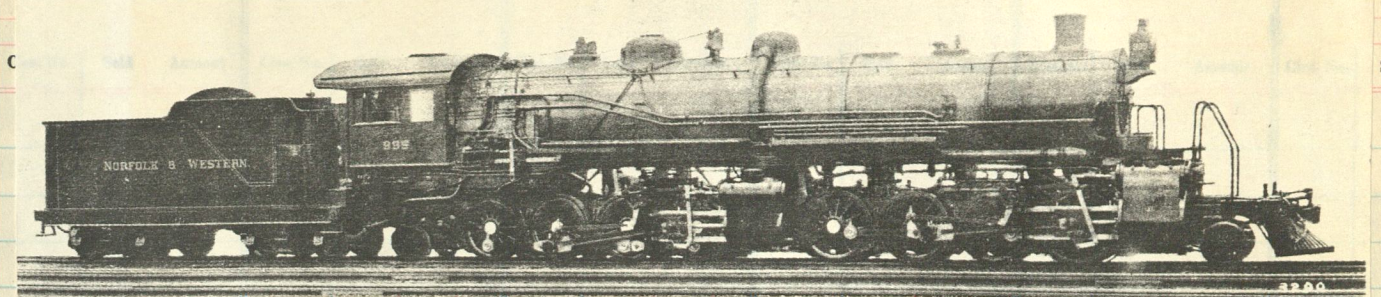
Weight on drivers ÷ tractive effort 4.52
Total weight ÷ tractive effort 5.13
Tractive effort × diam. drivers ÷ equivalent heating surface* 680.6
Equivalent heating surface* ÷ grate area 89.4
Firebox heating surface ÷ equivalent heating surface, per cent 5.6
Weight on drivers ÷ equivalent heating surface* 55.0
Total weight ÷ equivalent heating surface* 62.3

*Equivalent heating surface = total evaporative heating surface + 1.5 times the superheating surface.

The initial 2-8-8-2's to be built at Roanoke was eleven engines noed 1700-1710. The 1700 & 1701 were constructed in 1918, one in 1919, two in 1921 and six in 1924. Baldwin added twenty, 1711-1730, in 1919, all as class Y-2. In May 1945 fifteen of this class was sold to the D. & R.G.W. and numbered 3550-3564.

111

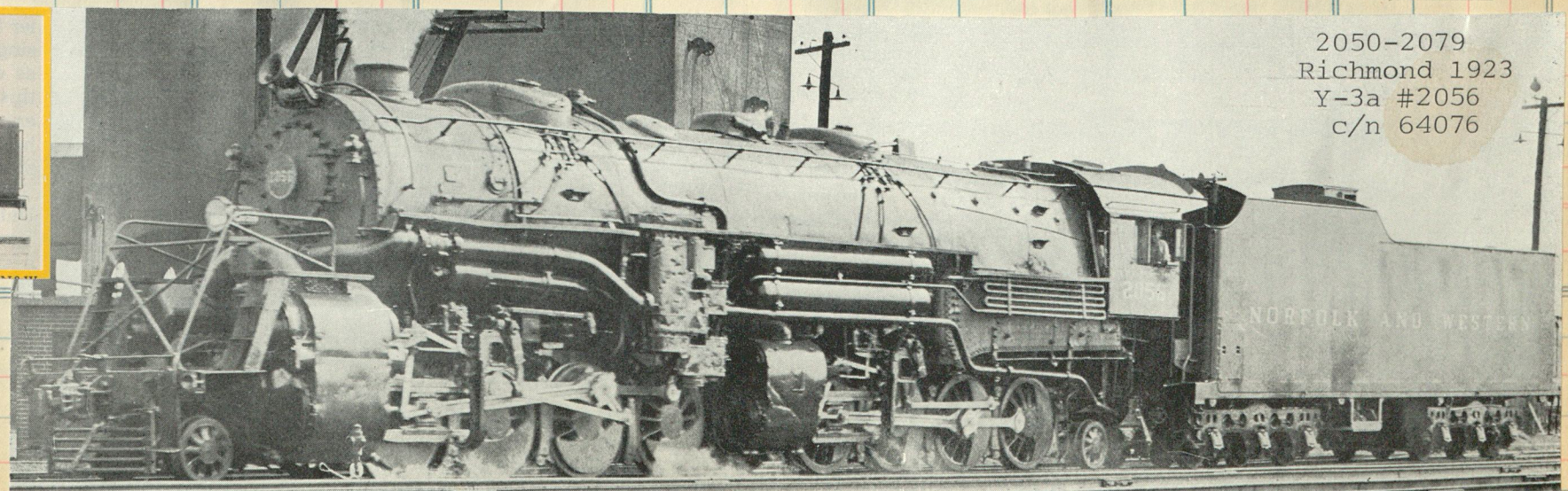
old	Amount
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Gage	4 ft. 8½ in.	Heating Surface, Firebox.....	435 sq. ft.
Steam Pressure.....	240 lbs.	Heating Surface, Superheater.....	1,475 sq. ft.
Diameter of Drivers.....	57 in.	Grate Area.....	96 sq. ft.
Wheel Base, Driving.....	42 ft. 4 in.	Weight on Drivers.....	478,000 lbs.
Wheel Base, Rigid.....	15 ft. 6 in.	Total Weight Engine.....	531,000 lbs.
Total Engine and Tender.....	93 ft. 3 in.	Total Weight Engine and Tender.....	740,100 lbs.
Heating Surface, Tubes.....	3,860 sq. ft.	Fuel.....	Bituminous coal

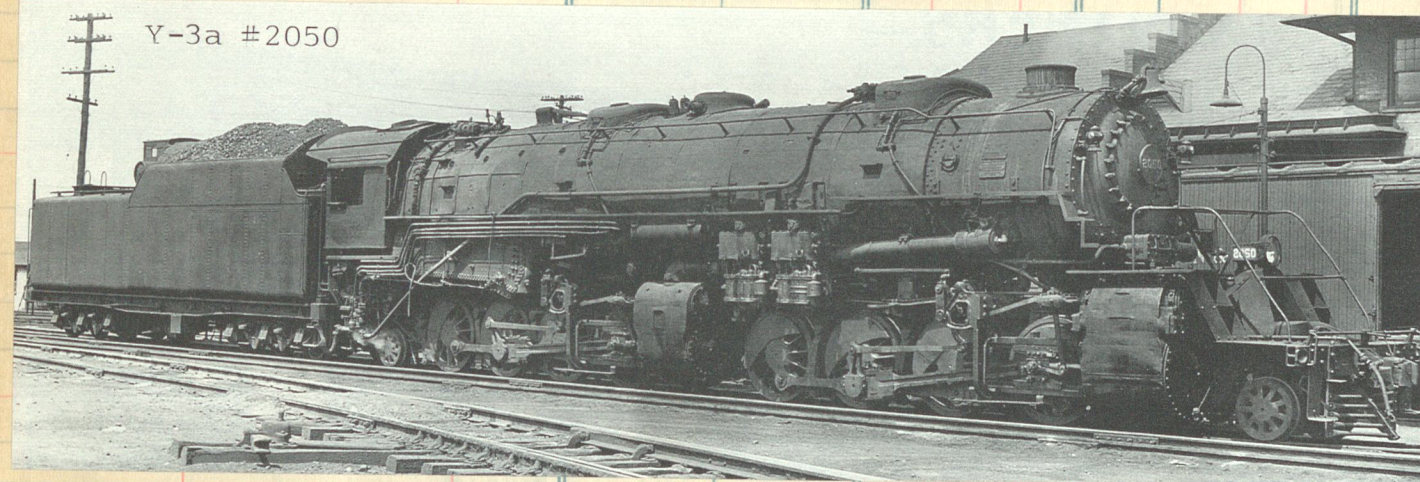
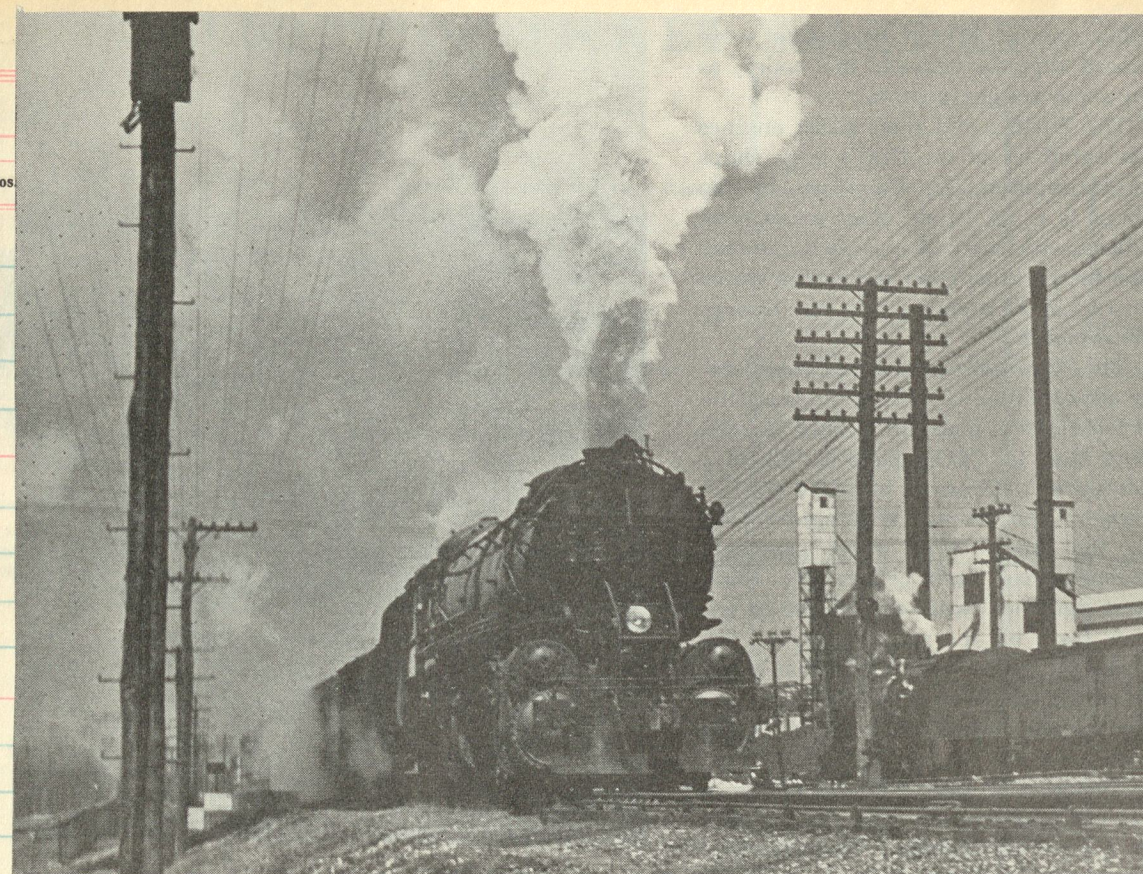
Collection of C. W. Witbeck

2080-2089		by the American Locomotive Company. c/n 67137		Richmond 1927	
Cylinders, diameter and stroke	25 in. and 39 in. x 32 in.	Driving wheel base, each	15 ft. 9 in.		
Rated tractive force, A. R. A.	101,480 lb.	Total engine wheel base	58 ft. 0 in.		
Drivers, diameter	57 in.	Fuel	96 sq. ft.		
Weight on drivers	508,500 lb.	Grate area	96 sq. ft.		
Weight on front truck	31,500 lb.	Steam pressure	240 lb.		
Weight on trailing truck	27,000 lb.	Evaporative heating surface	5,932 sq. ft.		
Total weight of engine	567,000 lb.	Superheating surface	1,582 sq. ft.		
Weight of tender	286,100 lb.	Tender capacity	16,000 gal., 23 tons		





Y-3a



Y-4 #2083 blasting thru Luray, Va.

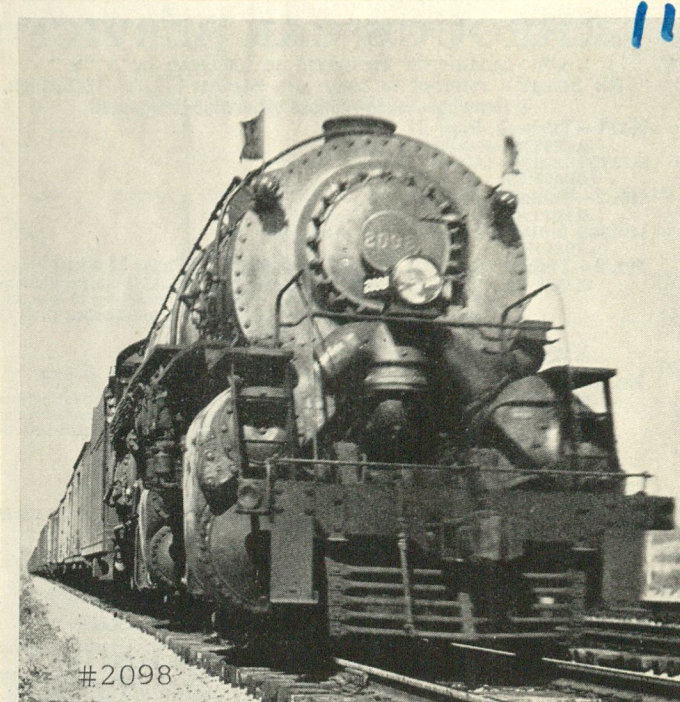
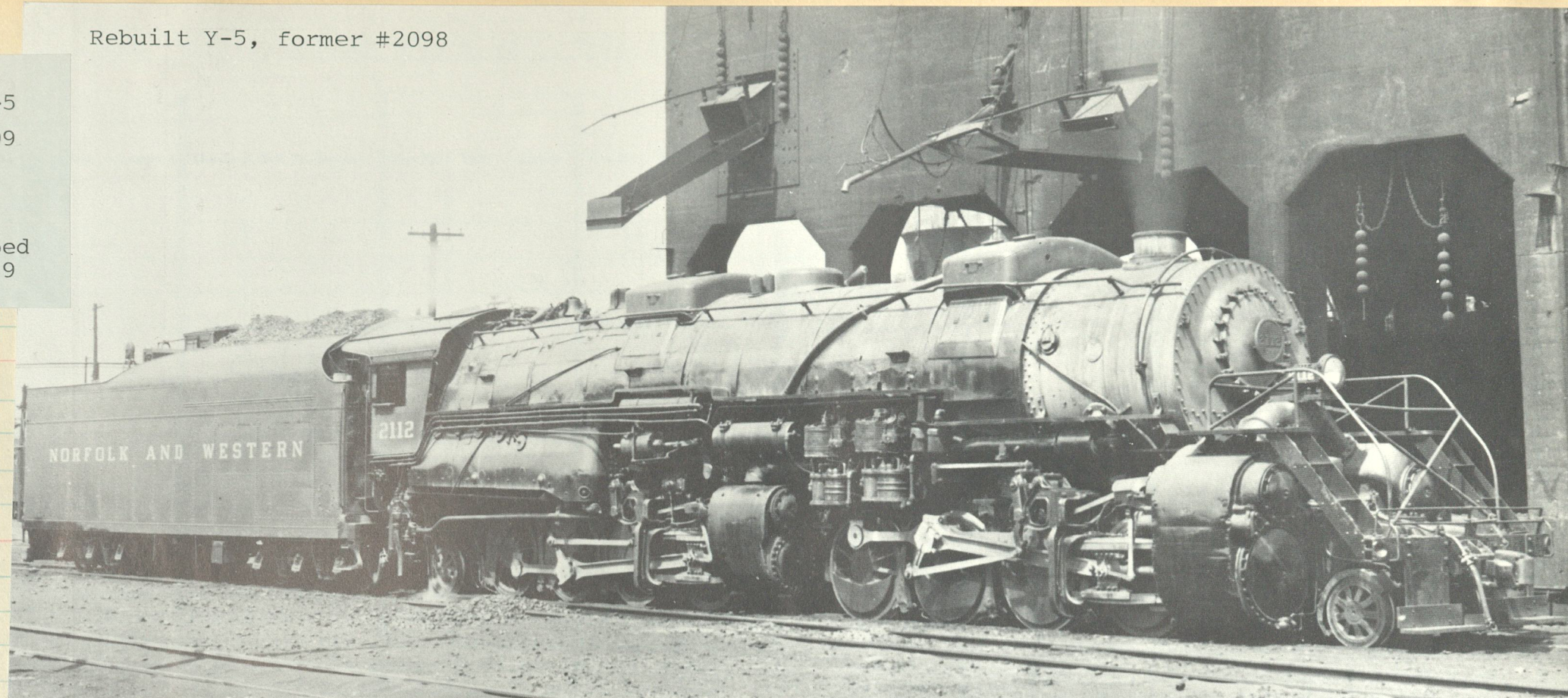


#2064, Y-3a, swinging along near Ada, W.V.

Rebuilt Y-5, former #2098

Class Y-5
2090-2109
blt by
Roanoke
1930-31
Ten renoed
2110-2119

Clos. N



113



Massive 2106 waiting for the highball to depart Kenova, W. V.

SELLER

DATE

FORM

DESTINATION

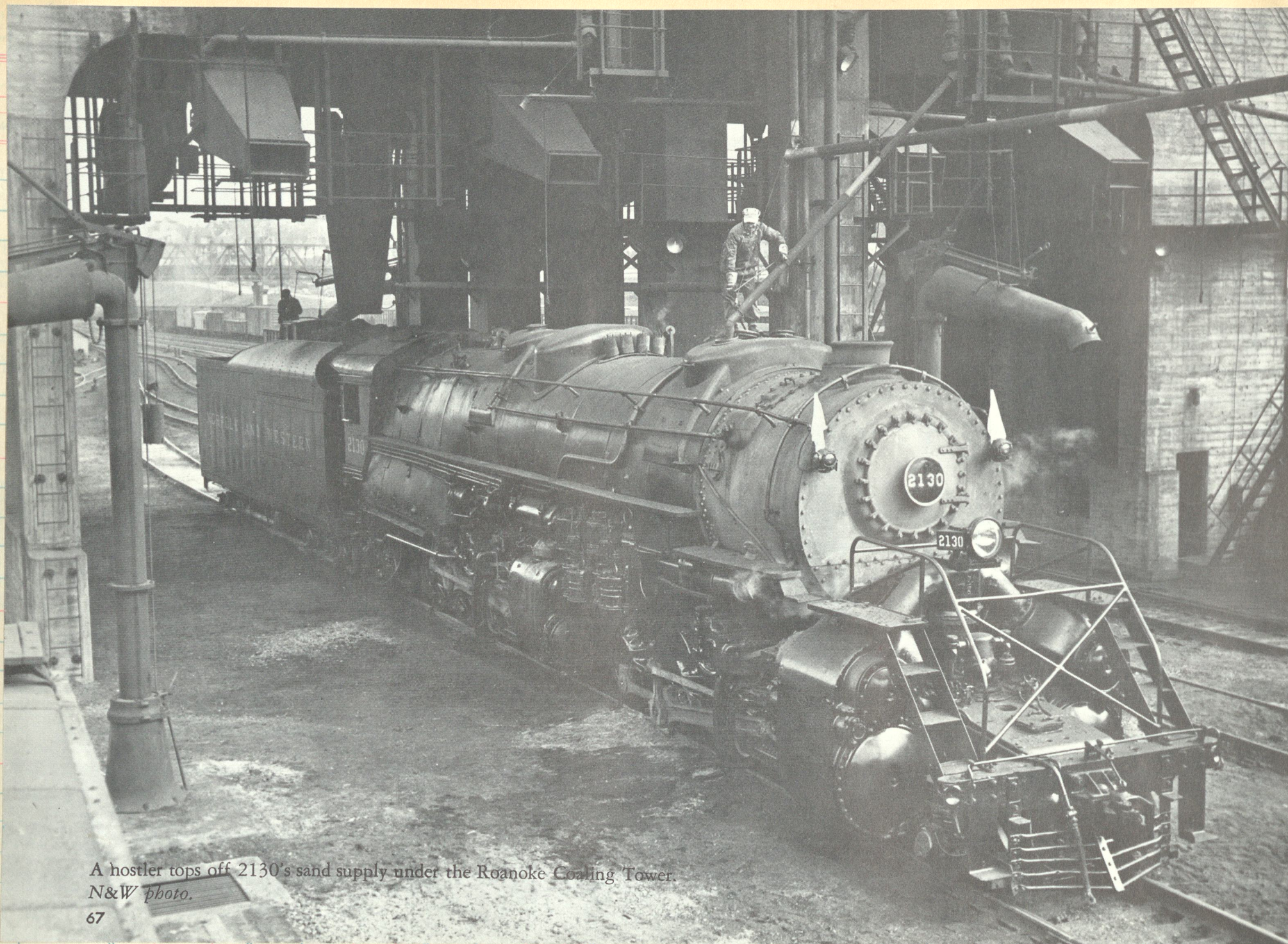
Amt.

Com. No.

Sold Amount Clos. No. Sold Amount

The Y-6 Class
All b1t by Roanoke

1936..2120-2124
1937..2125-2126
1938..2127-2134
1939..2135-2143
1940..2144-2154



A hostler tops off 2130's sand supply under the Roanoke Coaling Tower.
N&W photo.

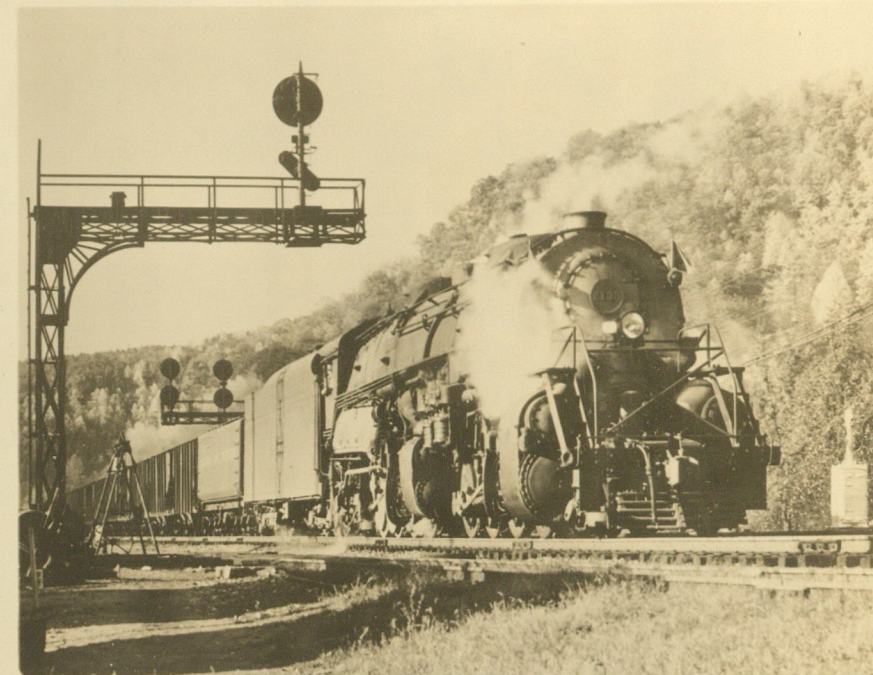
67



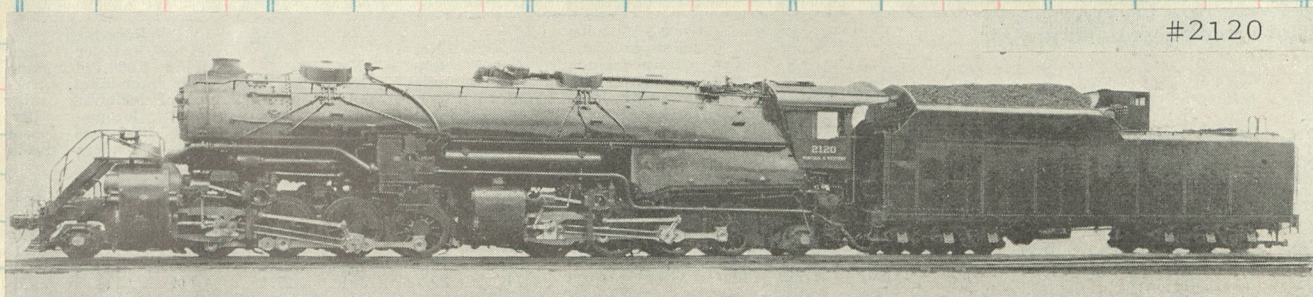
Extra 2131 north thunders past a spot called Baileys (Va.) located on the Clinch Valley branch between Norton and Bluefield.



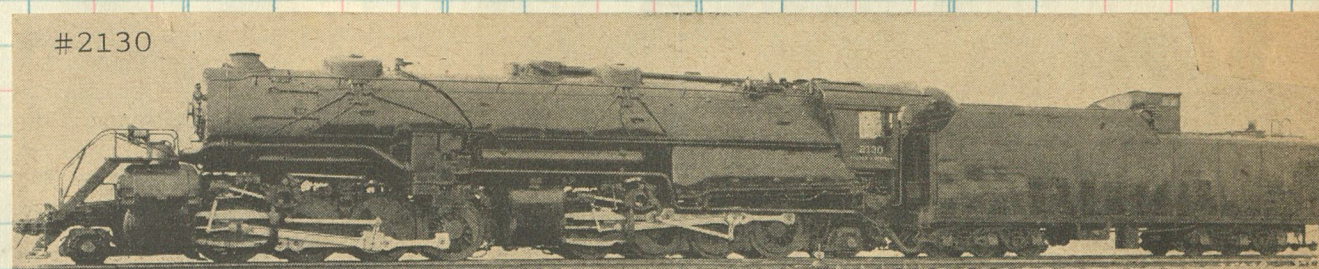
The 2125 again enjoys the sunshine after threading the Montgomery tunnel.



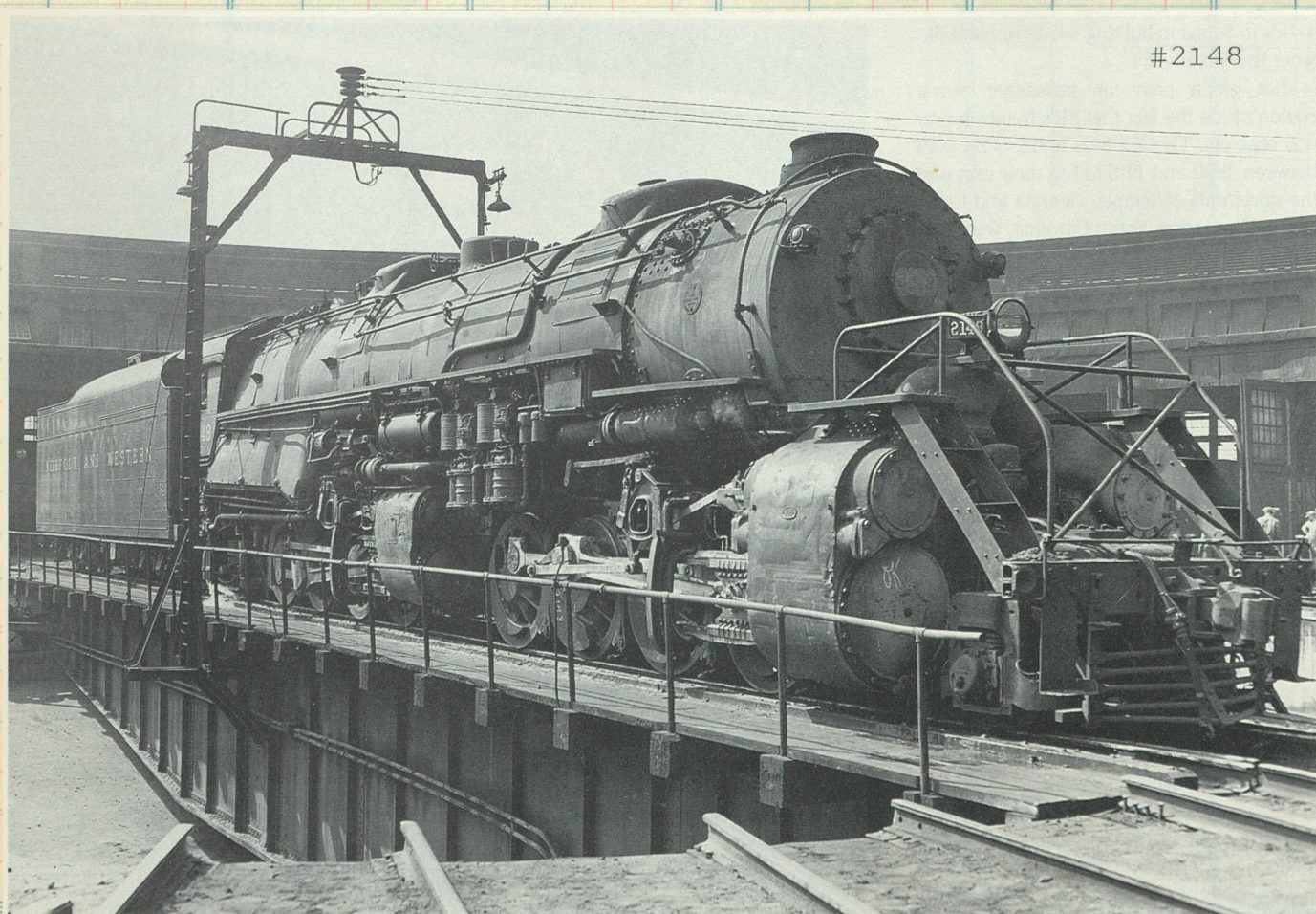
2136 near Elliston, Va



#2120



#2130



#2148

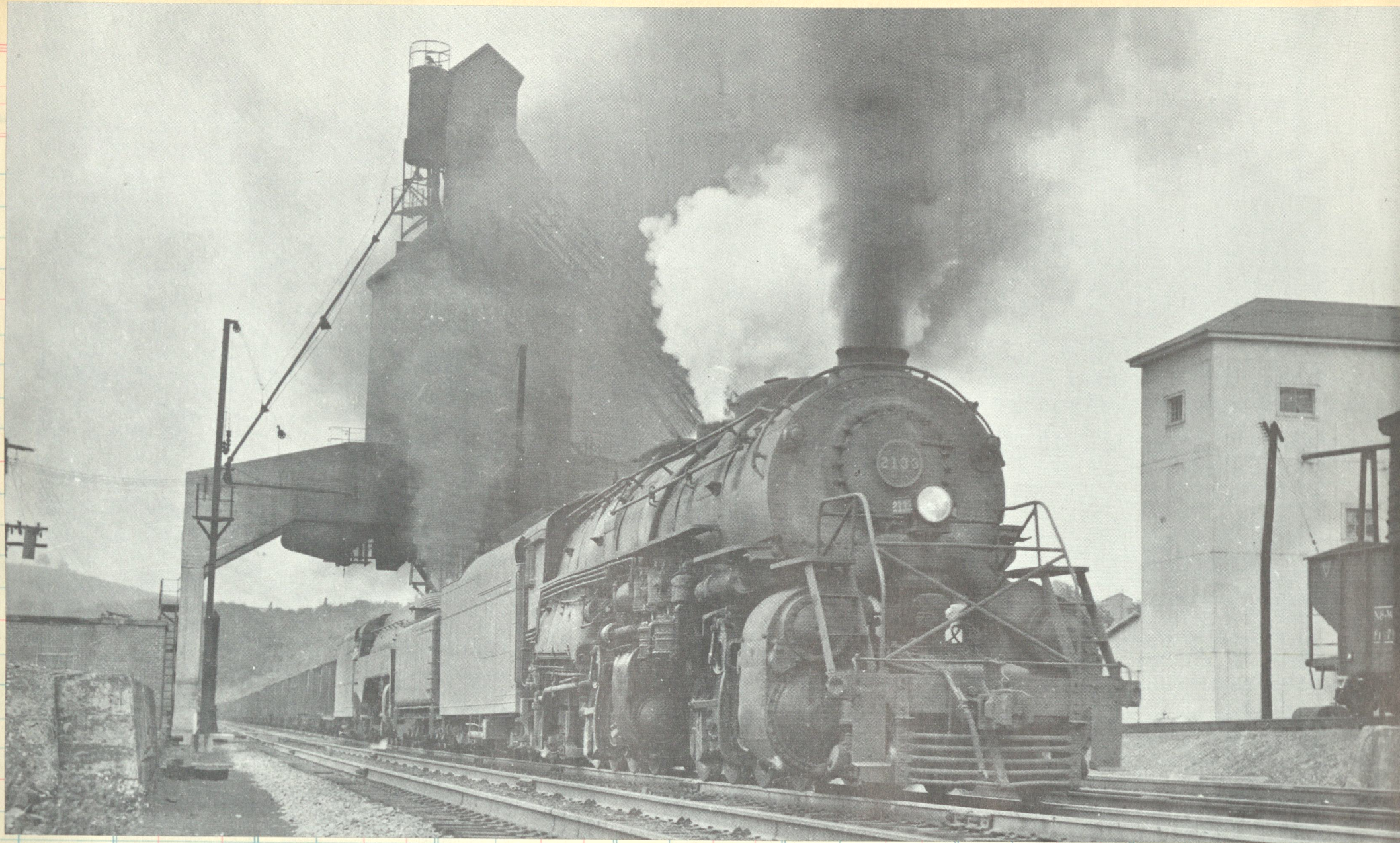
On the merry-go-round at Shaffers Crossing



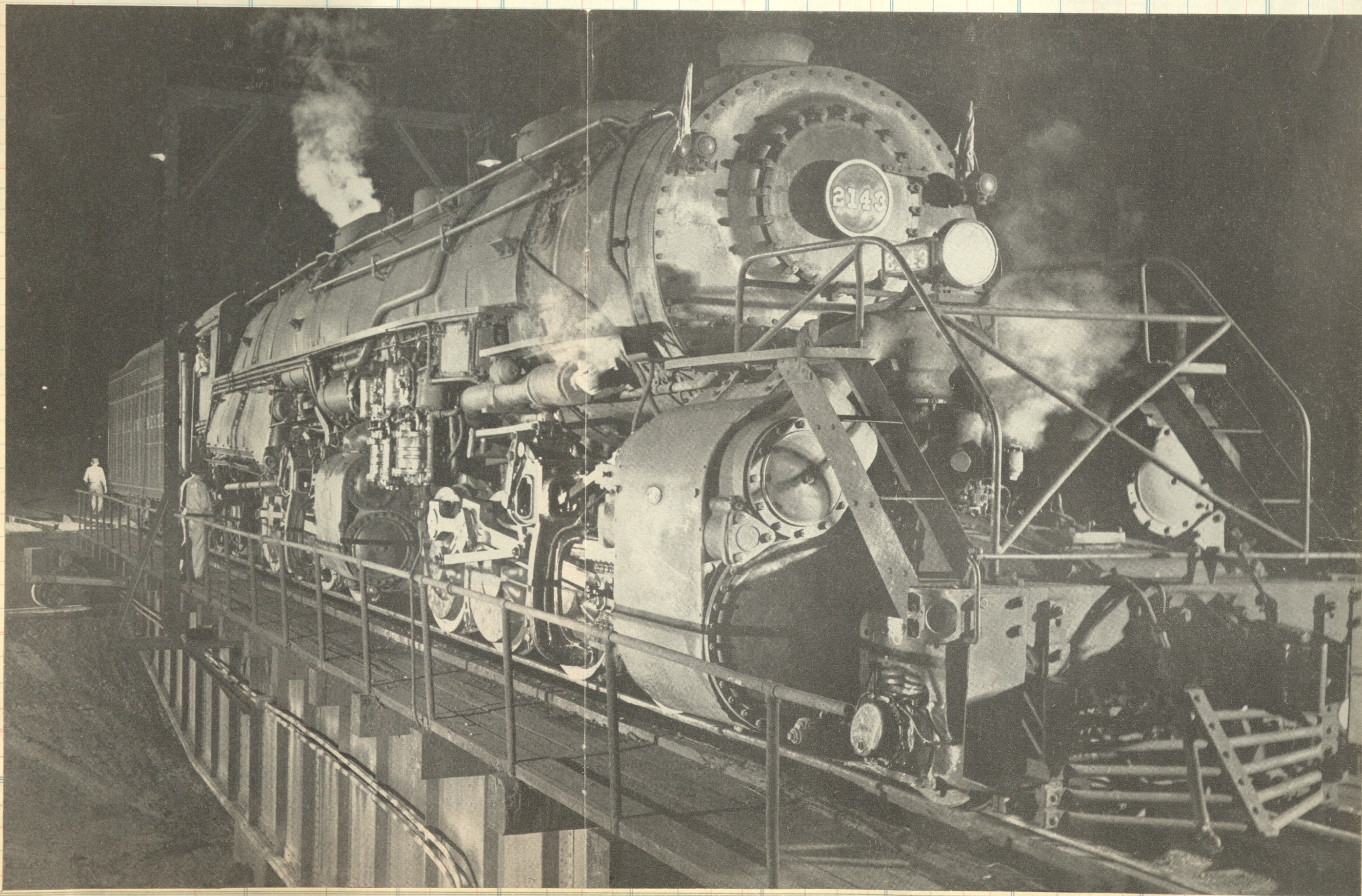
One of the outstanding feats performed by the railroads in WWII was keeping the eastern states supplied with oil. When the German U boats cut the supply line over 154,000 railroad tank cars was quickly made available and the flow of oil eastward was restored. This is a typical movement handled by the 2123 near Troutville, Va. In 1943 over a million barrels a day was being forwarded, just one of the services provided by the U. S. railroads that made victory possible!

SELLER
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FORM DESTINATION Amt. Com. No.

Amount Clos. No. Sold Amount

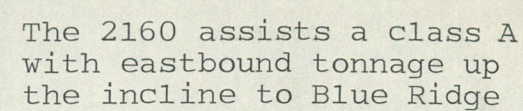


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CUT HERE
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To Make

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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Traffic on a coal-hauling road is bound to be unbalanced. Here a 120-car train of empty hopper cars passes Extra 2167 East on neatly ballasted roadbed at Blake, Va. The empties are bound for the Pocahontas mining region of Virginia, West Virginia and eastern Kentucky.

Traffic on a coal-hauling road is bound to be unbalanced. Here a 120-car train of empty hopper cars passes Extra 2167 East on neatly ballasted roadbed at Blake, Va. The empties are bound for the Pocahontas mining region of Virginia, West Virginia and eastern Kentucky.

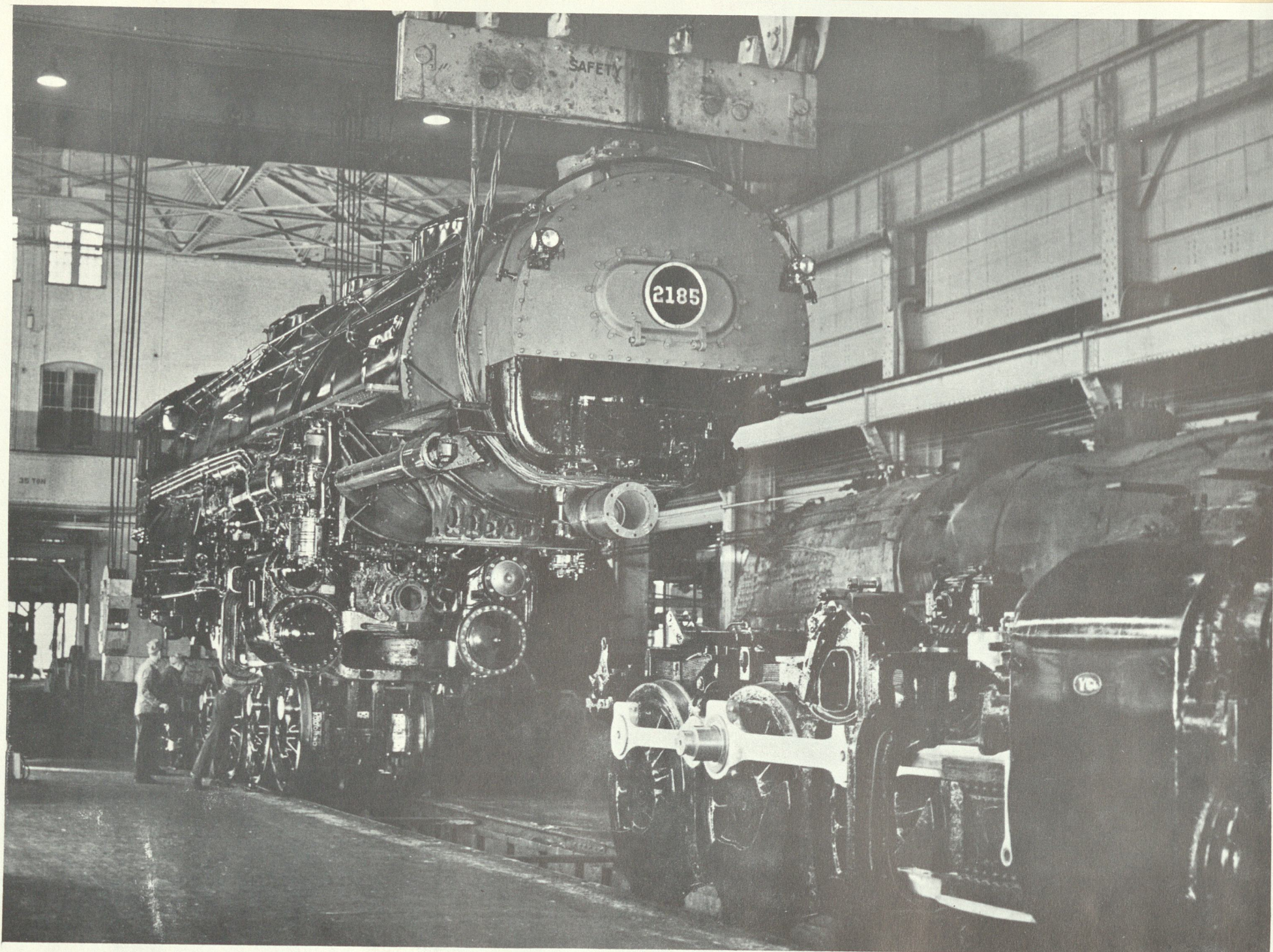
A 'Sunrise Symphony' composed by Y-6 #2150, A #1237 and Y-6a #2158 exert 418,412# tractive effort lifting eastbound coal tonnage up the Blue Ridge hill.



SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.
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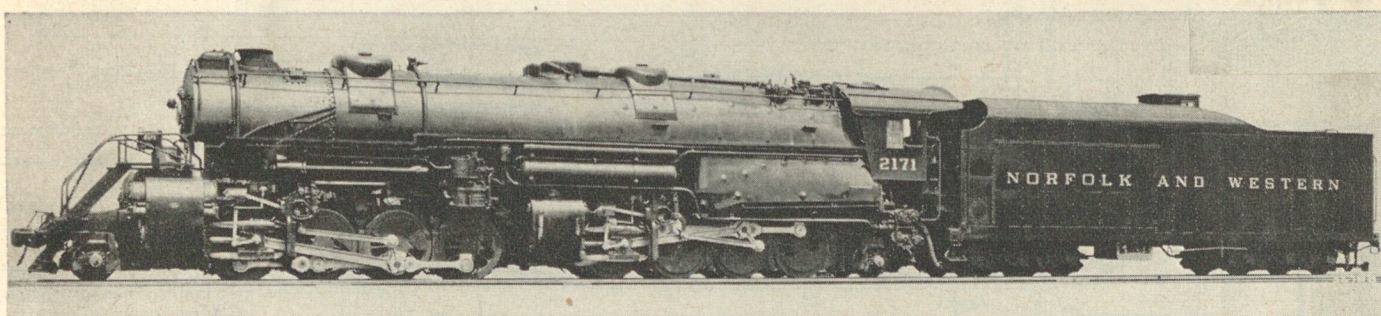
No.	Sold	Amount	Clos. No.	Sold	Amount
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The Y-6b class
All b1t by Roanoke
1948..2171-2180
1949..2181-2187
1950..2188-2193
1951..2194-2196
1952..2197-2200



Workmen fit Y6b 2185 together in Roanoke Shops. N&W photo.

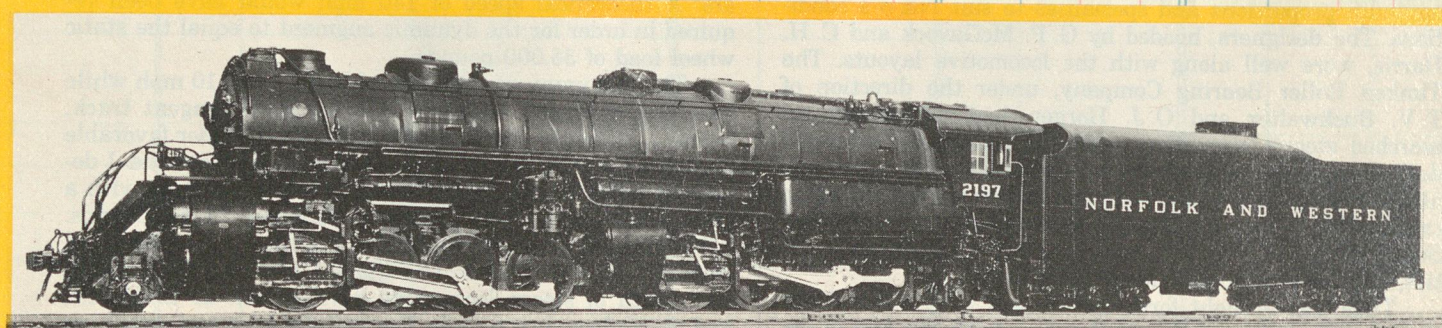
60



Norfolk & Western 2-8-8-2 Type Compound Mallet Articulated Locomotive. Class Y-6b. Road Nos. 2171-2180. Built by the N. & W. at the Roanoke Shops.

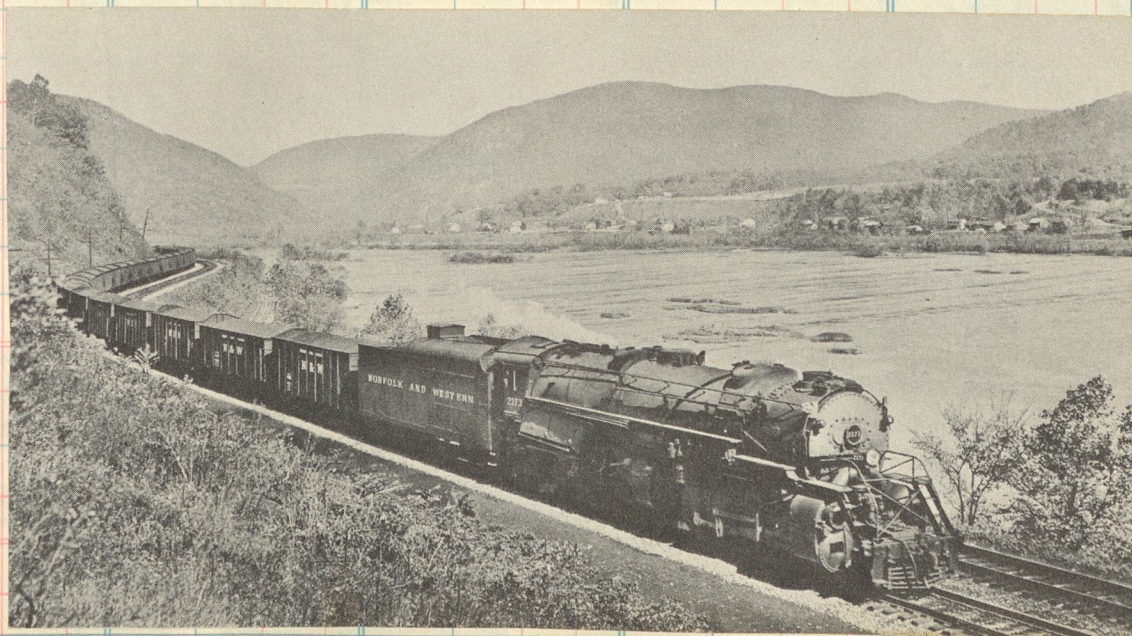
Traction force, simple	152,206 lb.	Driving wheel base, each	15 ft. 9 in.
Traction force, compound	126,838 lb.	Total engine wheel base	58 ft. 0 in.
Cylinders, diameter and stroke (4)	25 in. x 32 in.	Boiler diameter, maximum	102 1/2 in. I. D.
Drivers, diameter	58 in.	Fuel	Soft coal
Weight on drivers	522,850 lb.	Graze area	106.2 sq. ft.
Weight on front truck	32,200 lb.	Steam pressure	300 lb.
Weight on trailing truck	27,850 lb.	Evaporative heating surface	4,915 sq. ft.
Total weight of engine	582,900 lb.	Superheating surface (Type A)	1,478 sq. ft.
Weight of tender, loaded	378,600 lb.	Tender Capacity	22,000 gal., 30 tons

Note: Earlier locomotives, Classes Y-6 and Y-6a, Road Nos. 2120-2170.



SURELY THE ULTIMATE MALLETT: Y6b 2197 of 1952—990,120 pounds' worth of engine and tender, all riding on roller bearings.

The final group of road engines built for domestic service.



2173

Clos. No. Sold A



Coming up the Christianburg hill on the three track main line



The 2178 with another train of coal for the yards at Lamberts Point near Pearisburg, Va.

Clos. 1

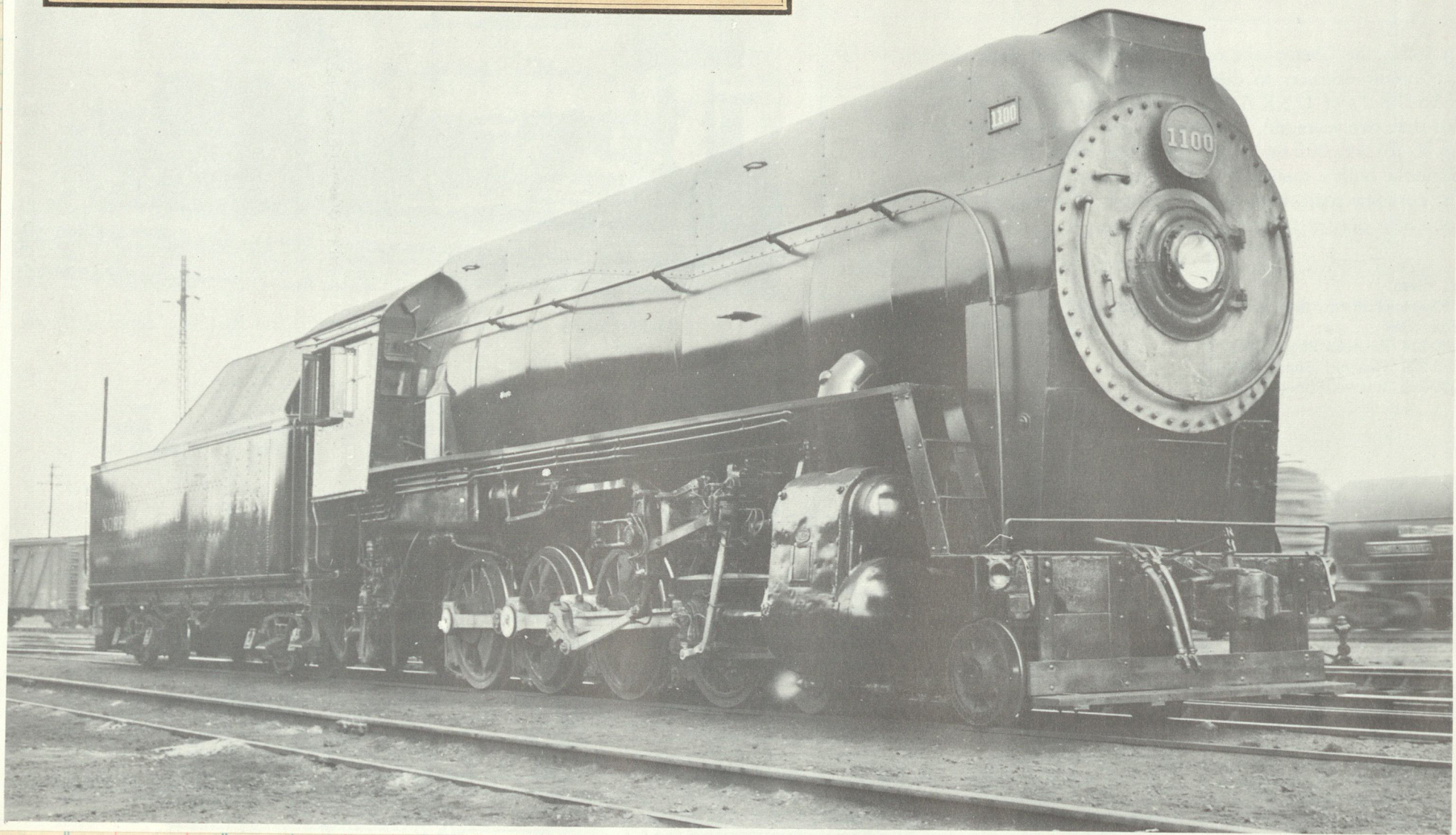


One of the last assignments for the 2174 was this 1959 'fan trip' shown here crossing the Dry Fork trestle.

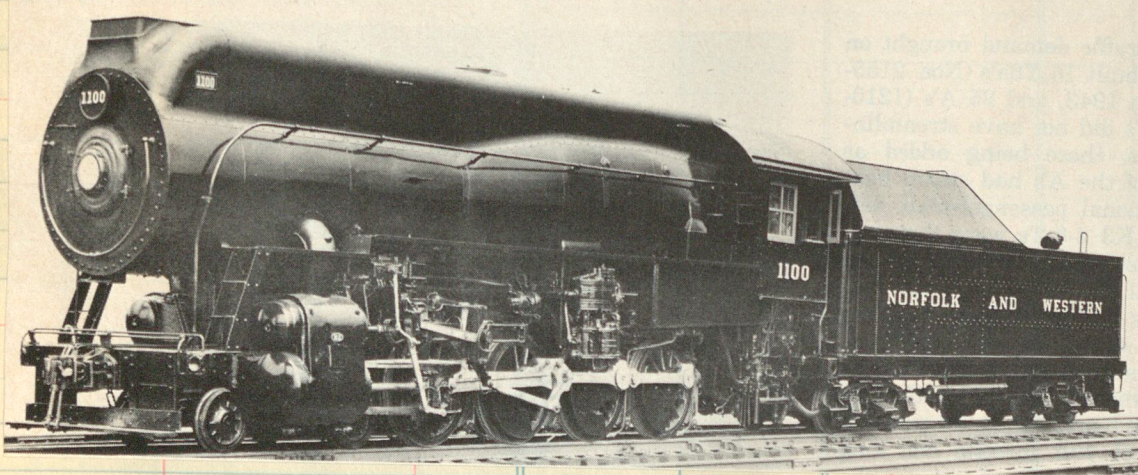
The N & W stopped building steam locomotives only because their suppliers of steam appliances discontinued making parts.

SELLER				
DATE				
FORM	DESTINATION	Amt.	Com. No.	

N. & W. Completes Conversion of
Experimental Switching Engine



A revolutionary switcher. Roanoke's attempt at the ultimate yard engine. Originally built by Baldwin in 1910 (c/n 35108) rebuilt in 1947. However, they did have problems and with the purchase and construction of the S class 0-8-0's, the 1100 was retired in 1951.

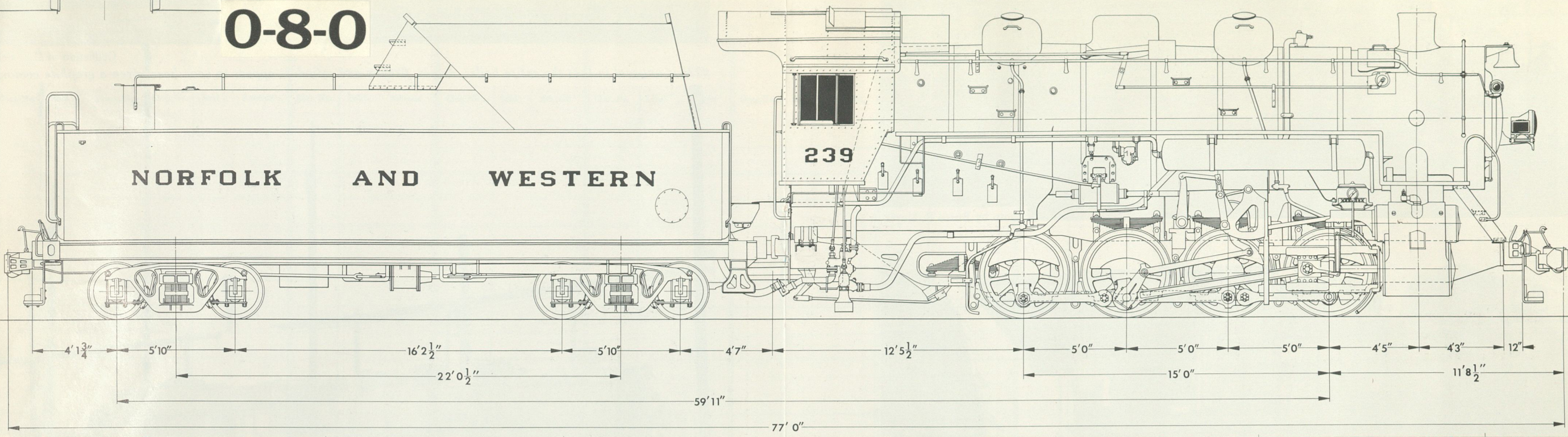


Norfolk & Western has built a radically improved steam switching locomotive with larger tender capacity and mechanical lubrication for round-the-clock service, fan for induced draft, and automatic stoker and water level controls so the engine can be left unattended. The loco is in experimental service at Roanoke.

- Boiler rebuilt, with shortened flues and incorporation of combustion chamber.
- Provision of induced-draft fan in the smokebox, driven by a steam turbine.
- Application of automotatic stoker and water level controls by Bailey Meter Company, so that locomotive could be safely left unattended for a long period of time, hence the term "automatic switcher" applied to this engine.
- Mechanical lubrication provided.
- Tender capacity increased to 20 tons of coal and 11,000 gallons of water to permit continuous operation for 24 hours without servicing.

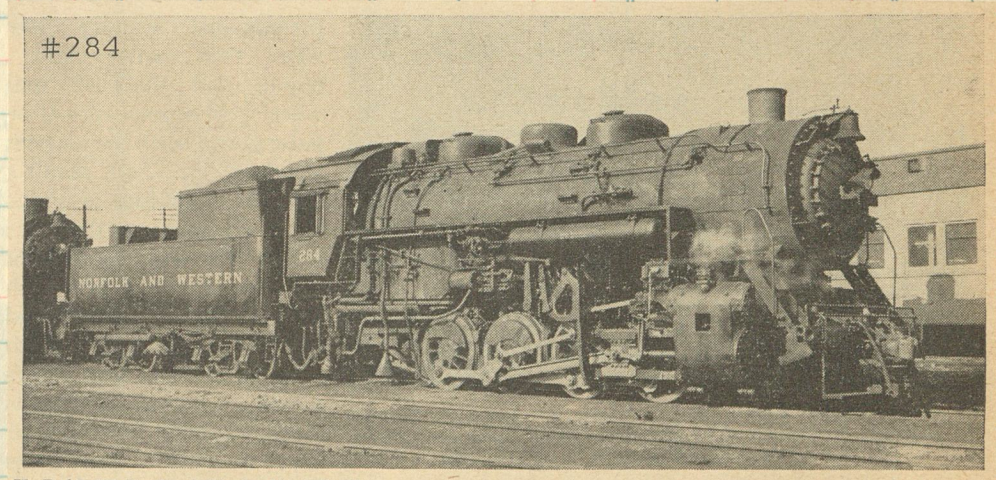
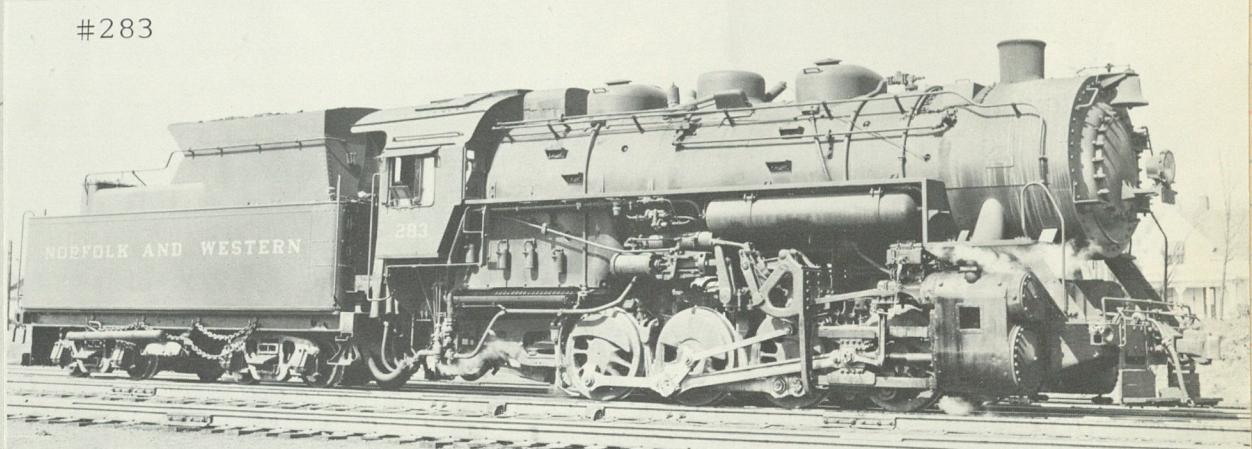
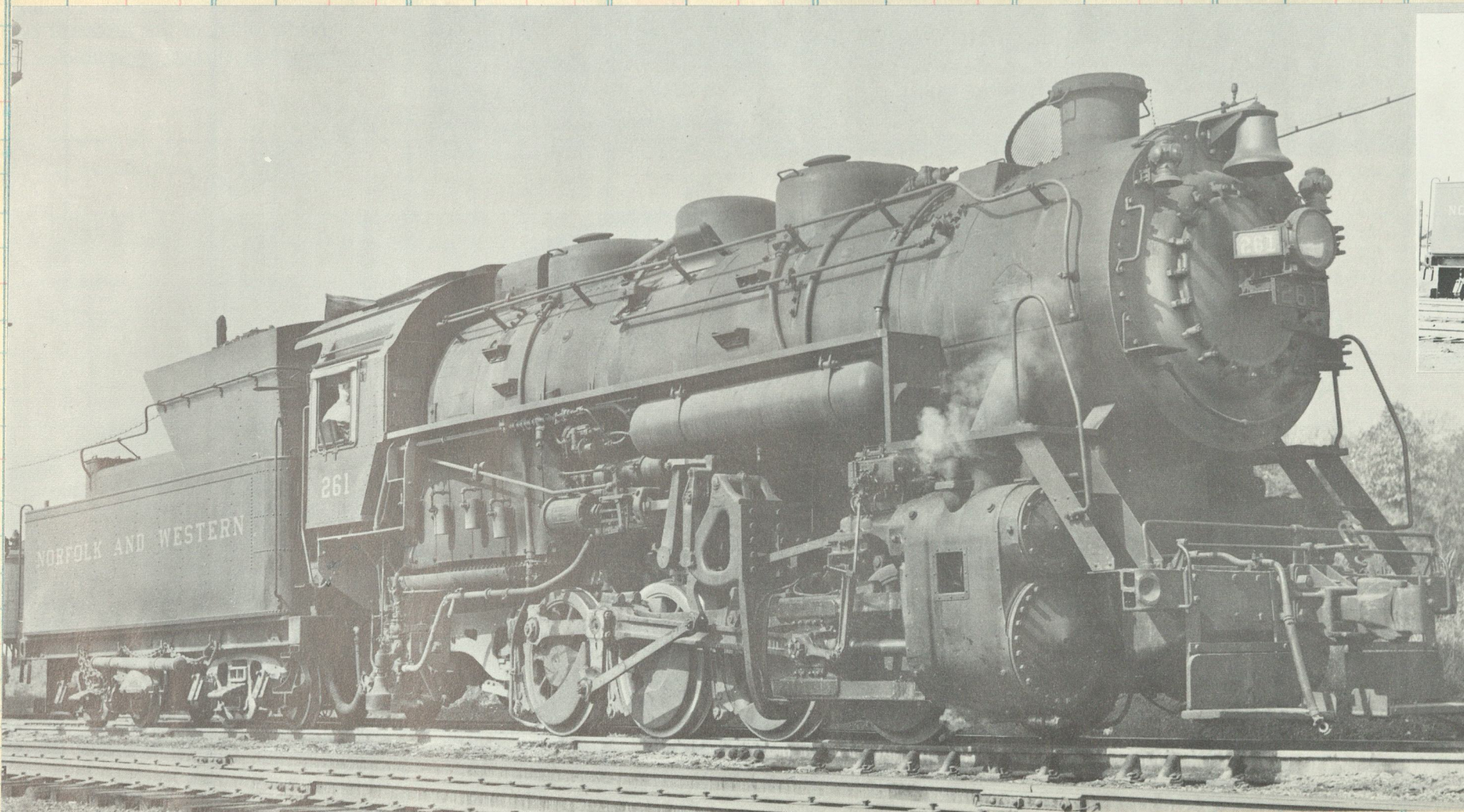
Total	
Add—Error	DATE
Deduct “	DATE
Total	
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent’s Signature	
Cash to next Seller	
Next Seller’s Signature	
Total Accounted for	

0-8-0

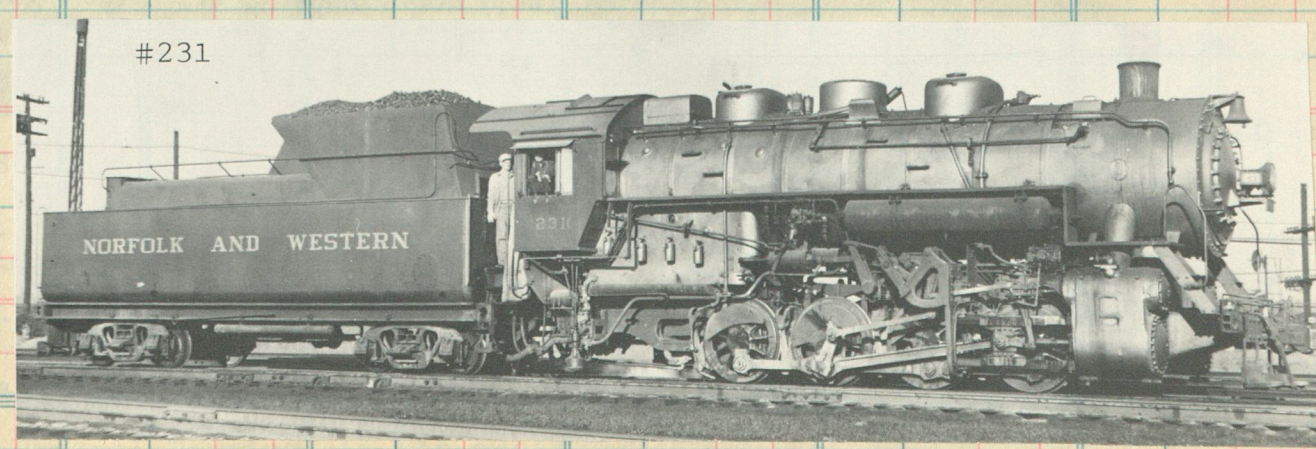
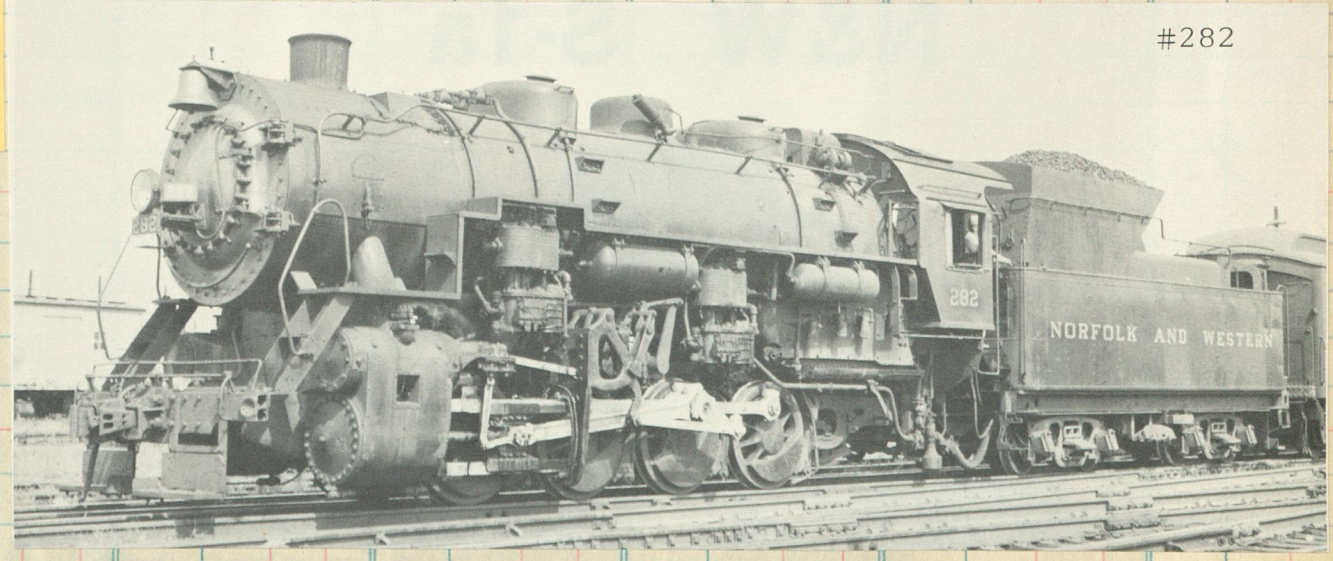


S-1 class
[former C&O]
Baldwin 1948
255-284

S-1a class
Blt by Roanoke
1951...200-214
1952...215-229
1953...230-244



In 1948 Baldwin delivered thirty 0-8-0's to the Chesapeake & Ohio [#261 c/n 74030] But two years later the C&O termed them as "obsolete" and decided on a Red Tag sale. The N&W showed up, check book in hand, and at \$45,000 apiece, purchased the entire thirty engines. The N&W at the time was in dire need of new yard power and they took the 'almost new' 0-8-0's home as happy as an urchin with a new tin whistle!



The 212 scurries along with a transfer near Columbus

SELLER
DATE
FORM DESTINATION Amt. Com. No. Clos.

RECORD OF TICKET SALES AT

THE LAST STANDARD GAUGE STEAM LOCOMOTIVE BUILT IN THE UNITED STATES



Roanoke c/n 449
December 10, 1953

And now....we have been forced to say
Farewell to a true friend, a faithful
servant and the builder of our nation.
You shall never be forgotten!!

No future generation will experience the thrill enjoyed
by its predecessors. No future American will stand awed be-
side the track and behold the majestic on rush of the iron
horse, be deafened by the blast of the exhaust, the crash
and clatter of steel on steel, and the hiss of escaping
steam, or be momentarily shaken as the locomotive thundered
past in a blurred flash of of connecting rods, valve mech-
anism, and pounding wheels.

No child at night will ever again awaken to the eerie
echo of a far-off steam whistle crying at a lonely crossing,
or by day look out from a hillside at the long white plume
of steam that marked a distant train charging down the valley
below. The present generation of Americans can gaze back upon
these things with nostalgia. The next will never know them.

from The Vanishing Iron Horse
by Thomas Norrell 1955

Total
Add—Error
Deduct “
DATE
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for

H215 Just steam
William 7d
5/7/60

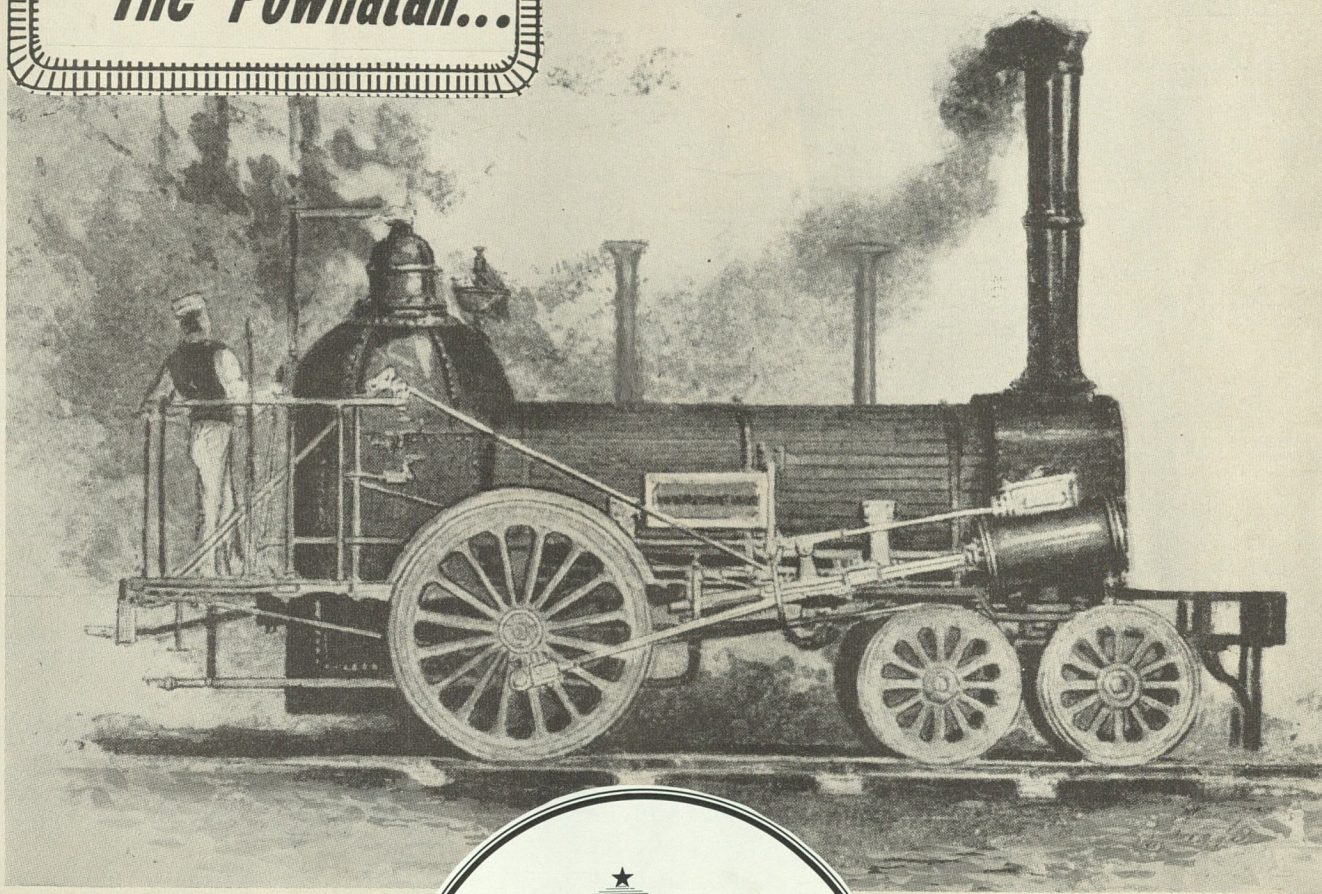
Series.	200-244
Cylinders, Diameter & Stroke.	25 x 28 in.
Driving Wheel Diameter.	52 in.
Boiler pressure.	220 lbs.
Grate Area.	46.9 sq.ft.
Evaporative heating surface.	2570 sq. ft.
Superheater heating surface.	637 sq. ft.
Superheater equipped	
Weight on Drivers (total engine).	247,000 lbs.
Weight of tender, loaded.	212,270 lbs.
Tender Capacity.	15 tons, 13,000 gal.
Tractive Force.	62,932 lbs.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.
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Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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The Powhatan...

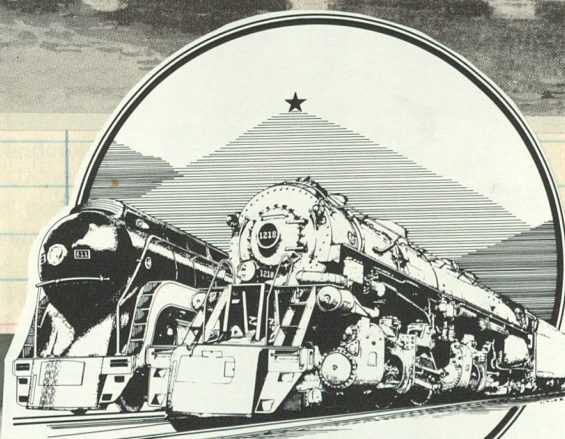


The "Powhatan"

The first engine to operate
on what later became part of
the Norfolk & Western

Built by Wm Norris in 1838
for the City Point RR

Illustration may not be of the Powhatan but it would have been of similar construction.



STEAM STILL SURVIVES ON THE NORFOLK & WESTERN

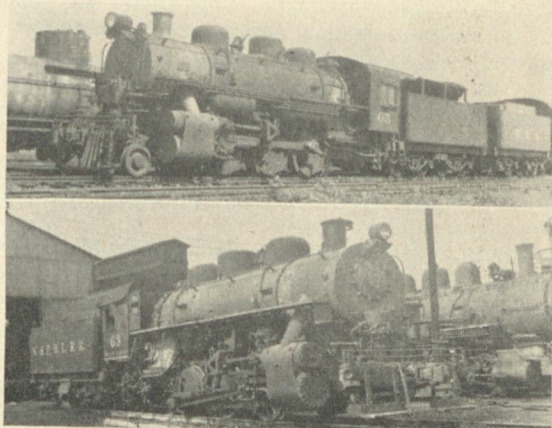
SELLER
DATENORFOLK
PORTSMOUTH
BELT LINE
RAILROAD CO.

NORFOLK & PORTSMOUTH BELT LINE

FOR a railroad that almost nobody has ever heard of beyond its own neighborhood, the 27-mile Norfolk & Portsmouth Belt Line Railroad is an astonishing property. It has only eight stockholders, yet each is a class 1 common carrier of stature in Eastern Seaboard transportation (Atlantic Coast Line, Chesapeake & Ohio, Norfolk & Western, Norfolk Southern, Pennsylvania, Seaboard Air Line, Southern, and Virginian). These several parents, whose older locomotives power many N&PBL trains, are paid a 6 per cent annual dividend by their bustling child of the wharves and are treated impartially on a traffic basis. The little line has an odd seasonal traffic, a fertilizer rush out of the South Norfolk and Berkely area which gets under way in February and lasts until early April. Its newest power is a set of 12 six-coupled switchers, all of which were built by Lima and Alco as U. S. Army 0-6-0's. Several were purchased by Colorado's Midland Terminal, equipped with pony trucks and operated as 2-6-0's into the twilight years of the now-abandoned MT. N&PBL is also a line which had a difficult time deciding on an emblem for the tanks of its engines (during the war American flags were painted on their cylinders); after six different efforts by company painters the insignia at the top of this page was selected.

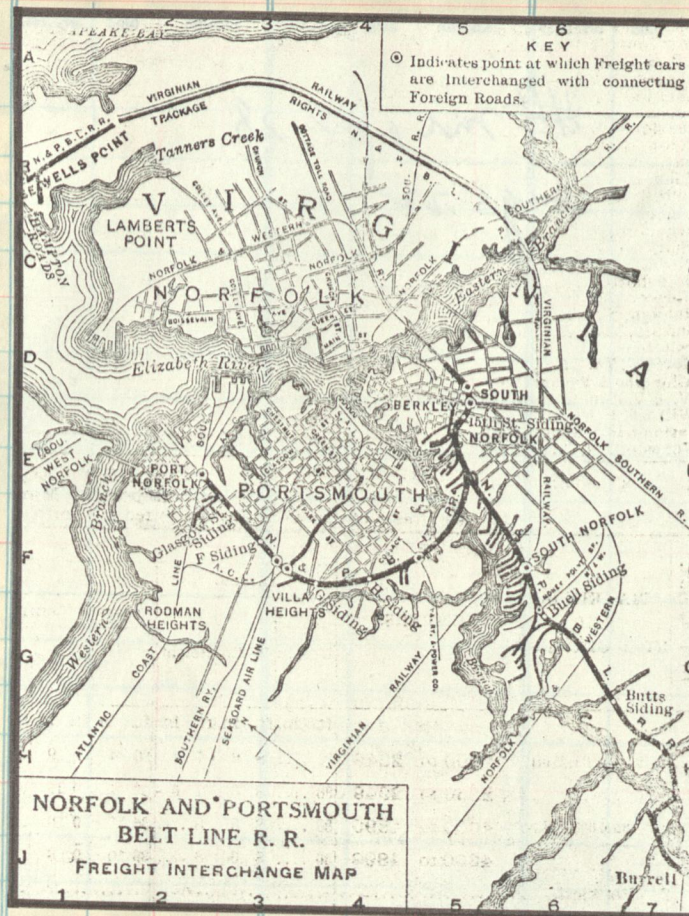
The more than 130 industrial plants served by N&PBL crews in the Virginia port area which the road has done so much to build include oil depots, soy bean plants, lumber mills, gypsum plants, veneer factories and—of course—the fertilizer producers.

↑ No. 42, an ex-Pennsylvania 2-8-0, takes a freight through Norfolk City to Portsmouth past Broad Creek Village, site of a postwar veteran's housing project. ↓ No. 65 is an ex-Midland Terminal Mogul shown on arrival from the MT and before conversion to a switcher by N&PBL shop forces; Alco sister No. 63 is identified as "ex-Army" by straight boiler and air pump mounted on pilot.



Data and both photos: L. D. Moore.

Amount

NORFOLK AND PORTSMOUTH
BELT LINE R. R.
FREIGHT INTERCHANGE MAP

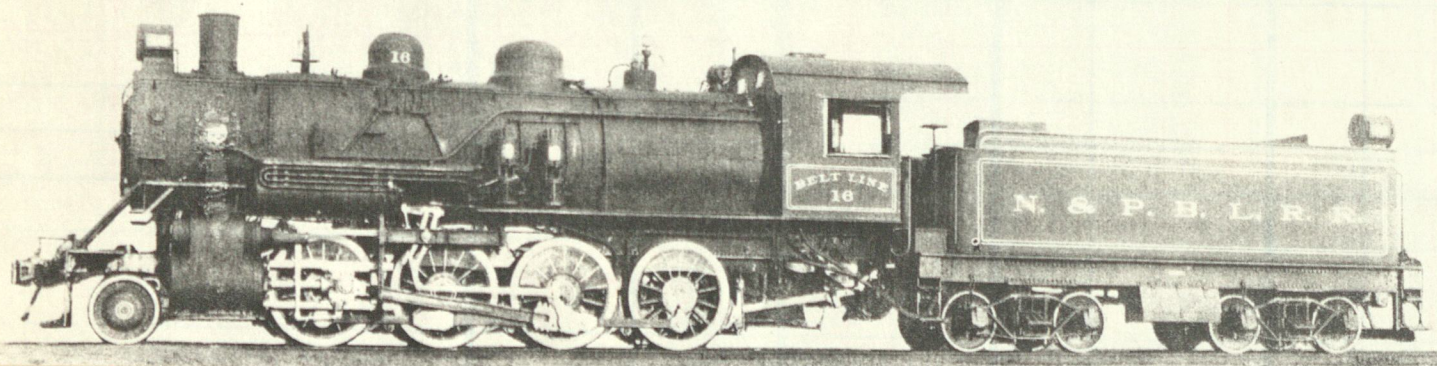
FREIGHT CONNECTIONS AND JUNCTION POINTS.

Atlantic Coast Line— Port Norfolk, Va.....E2	Seaboard Air Line— Portsmouth, Va.....F8
Chesapeake & Ohio— Sewells Point, Va.....B1	Southern— Port Norfolk, Va.....E2
Norfolk & Western— Berkley, Va.....D5	Virginian— South Norfolk, Va.....F6
Norfolk Southern— Berkley, Va.....D5	Virginia Ry. and Power Co. (Elec- tric)— South Portsmouth, Va.....F8
Pennsylvania R. R. System— Port Norfolk, Va.....E2	

Nov., 1920

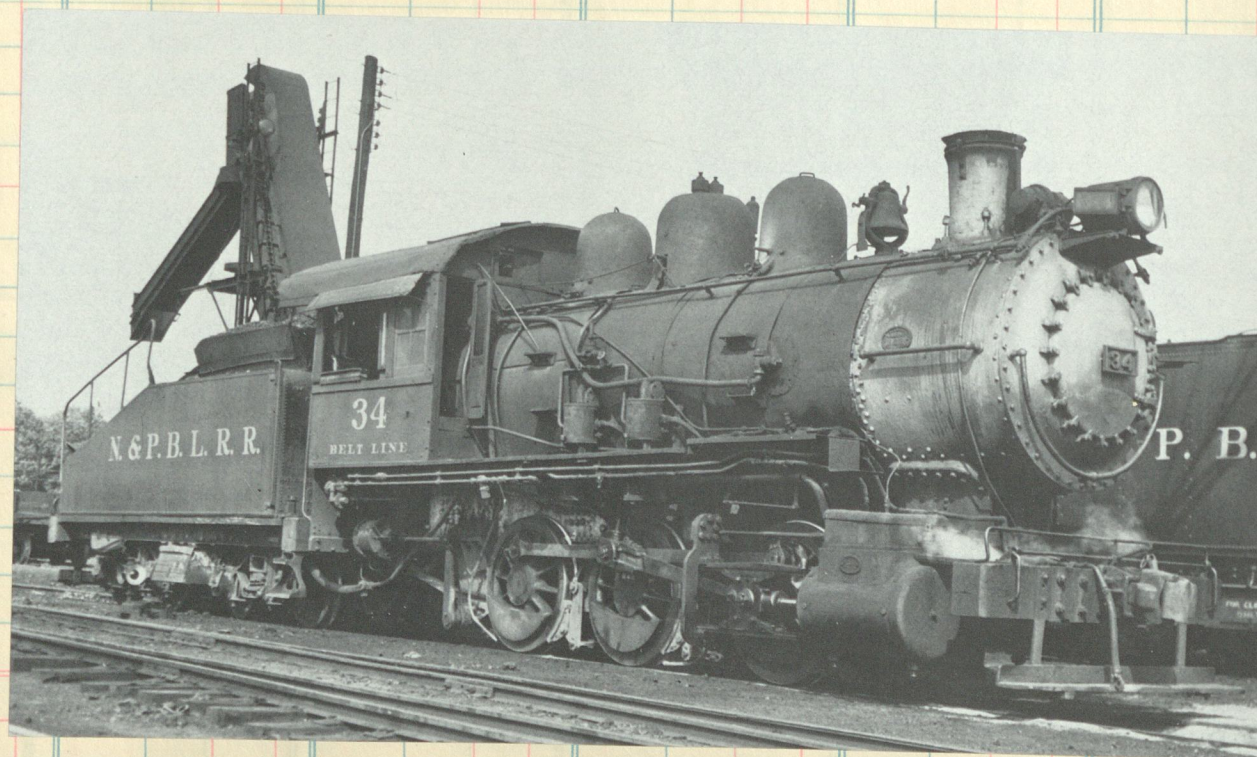
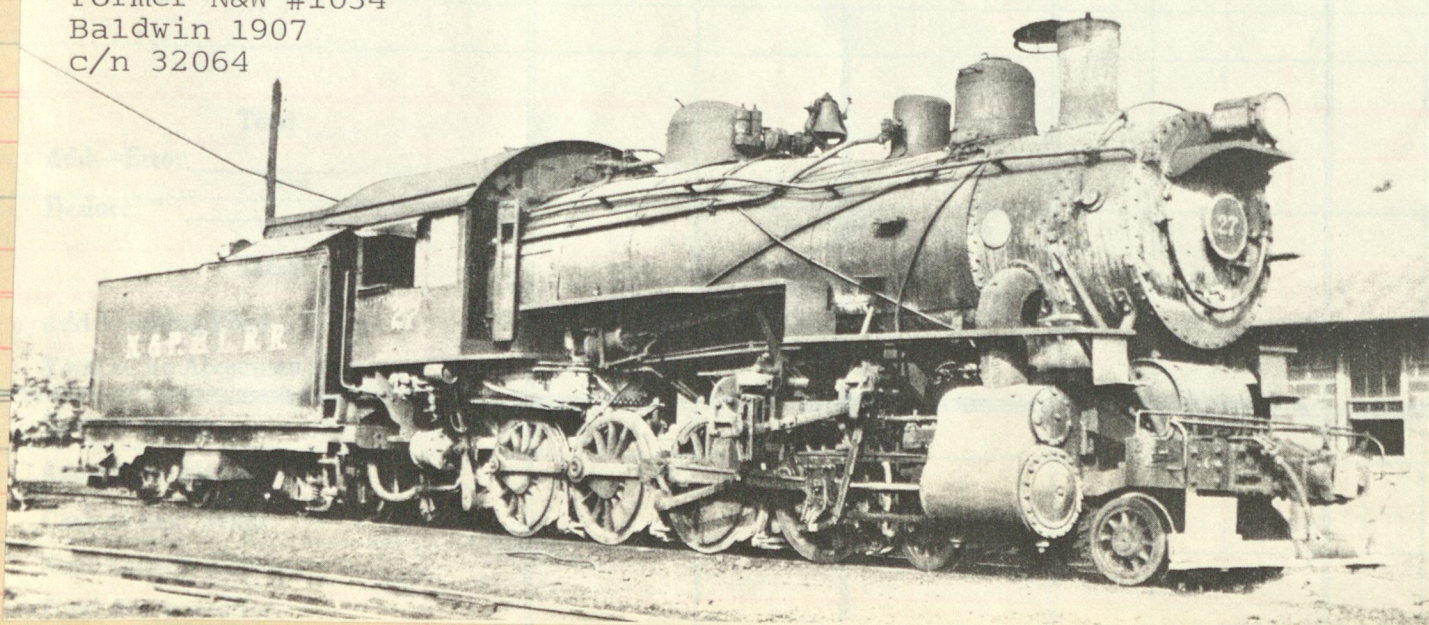


Another 2-8-0 purchased in 1937 was #41. Former PRR #894 built at Juniata in 1907.



The only 'road' engines purchased new from the builder was a pair noed 16 and 17 delivered by Baldwin in in 1920. #16 c/n 54209.

4-8-0 #27
Former N&W #1034
Baldwin 1907
c/n 32064



#34 was blt as Vandalia #242 by Schenectady 1907, c/n 43387, renoed PRR #8779, then N&PBL #34

INTERSTATE RAILROAD

7 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

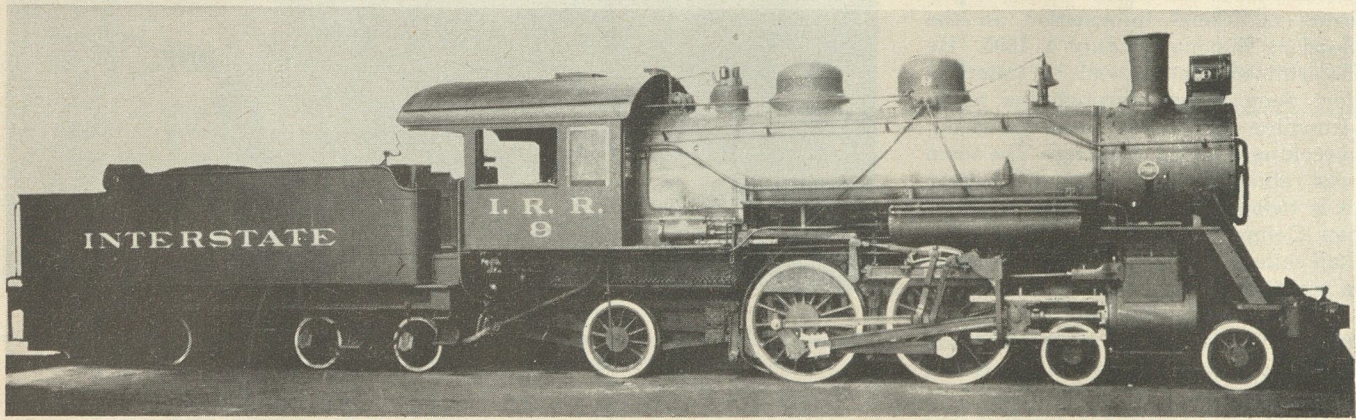
Clos. No. Sold Amount Clos. No. Sold Amount

Amount Clos. No. Sold Amount Clos. No. Sold Amount

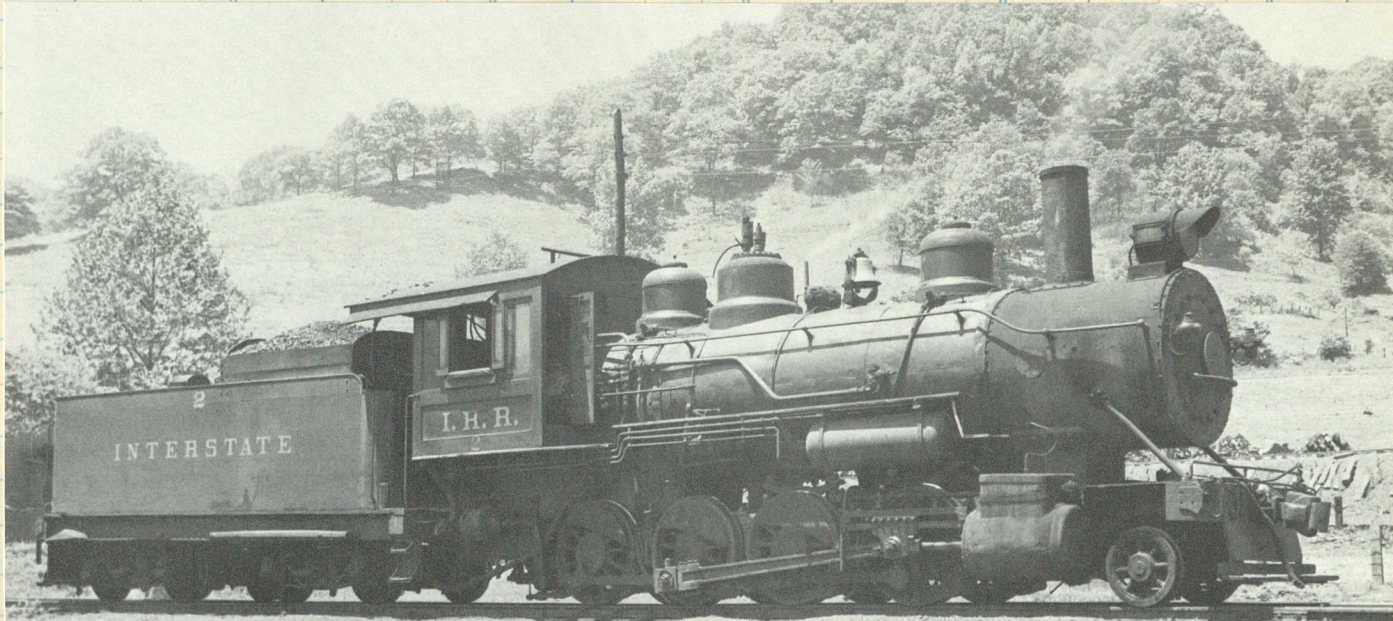


In 1927 the Interstate operated 75 miles with 12 engines, 3362 freight and 6 passenger cars.

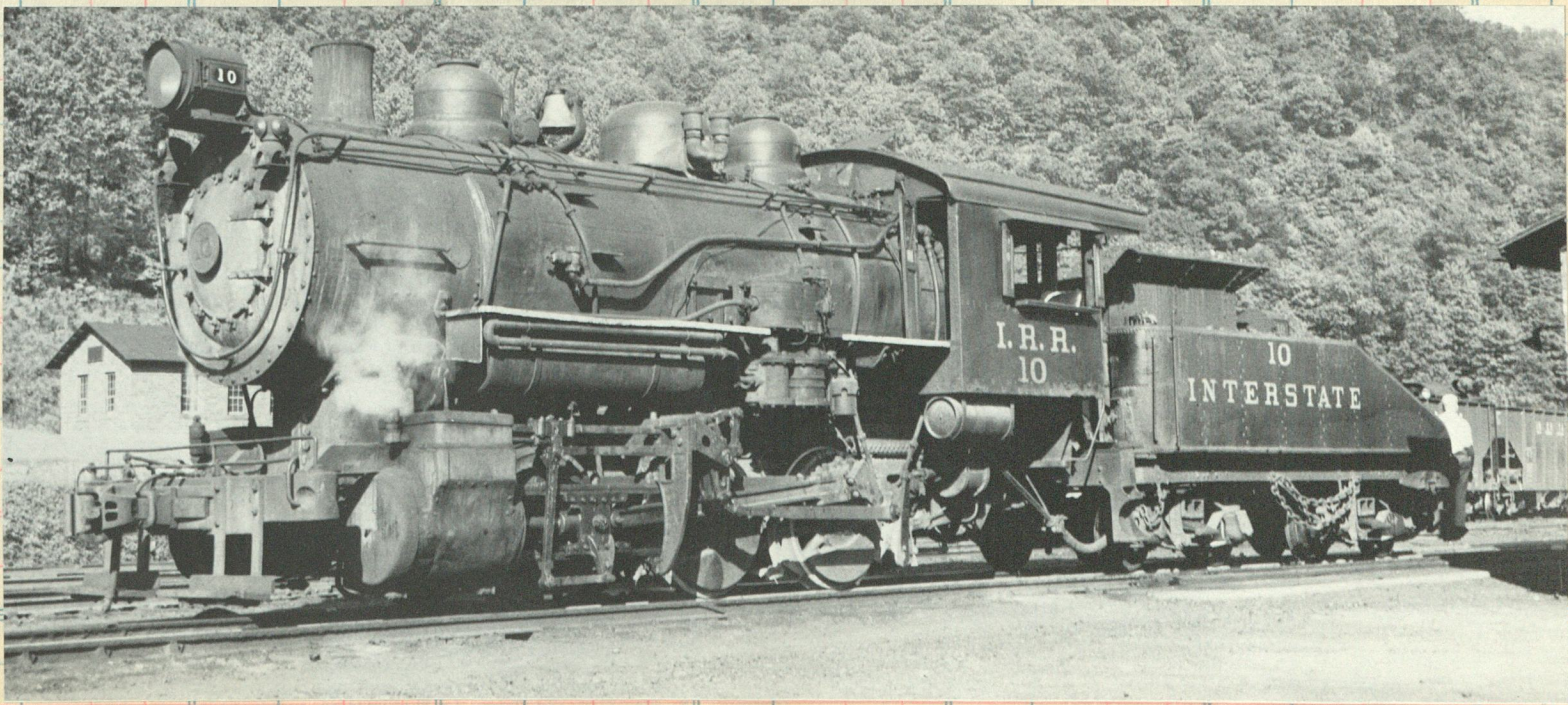
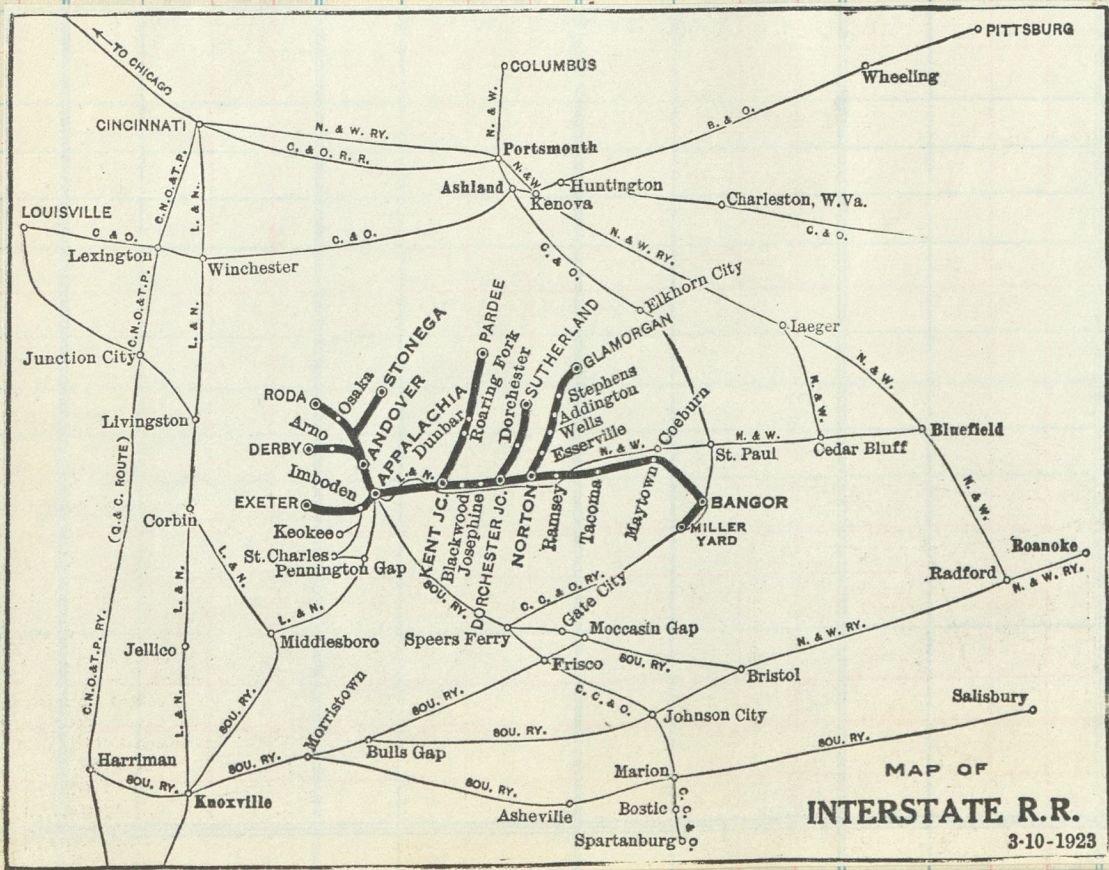
Little railroad-Big engine...2-8-8-2 #21 with coal tonnage near Kent Jct.



The only passenger engine on the Interstate. 1st #9 was bilt by Baldwin in 1916 c/n 44660.

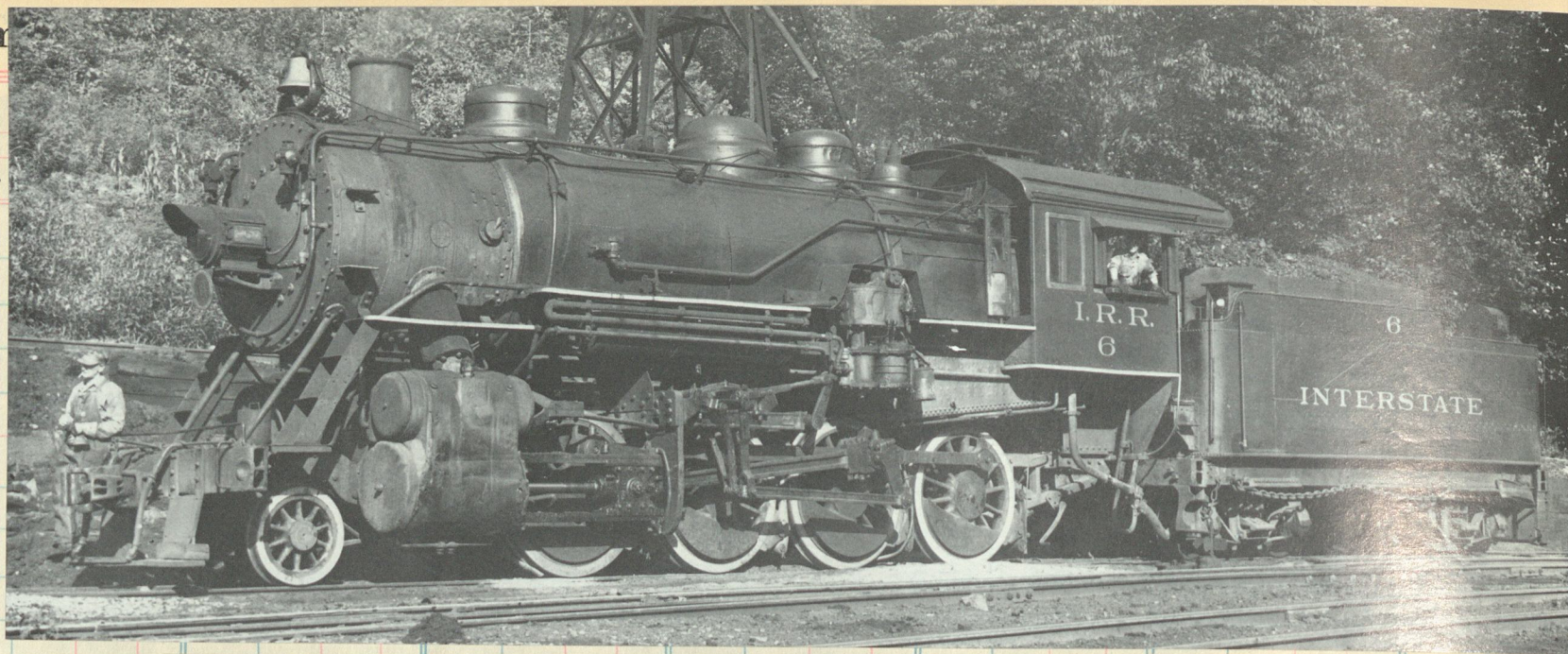
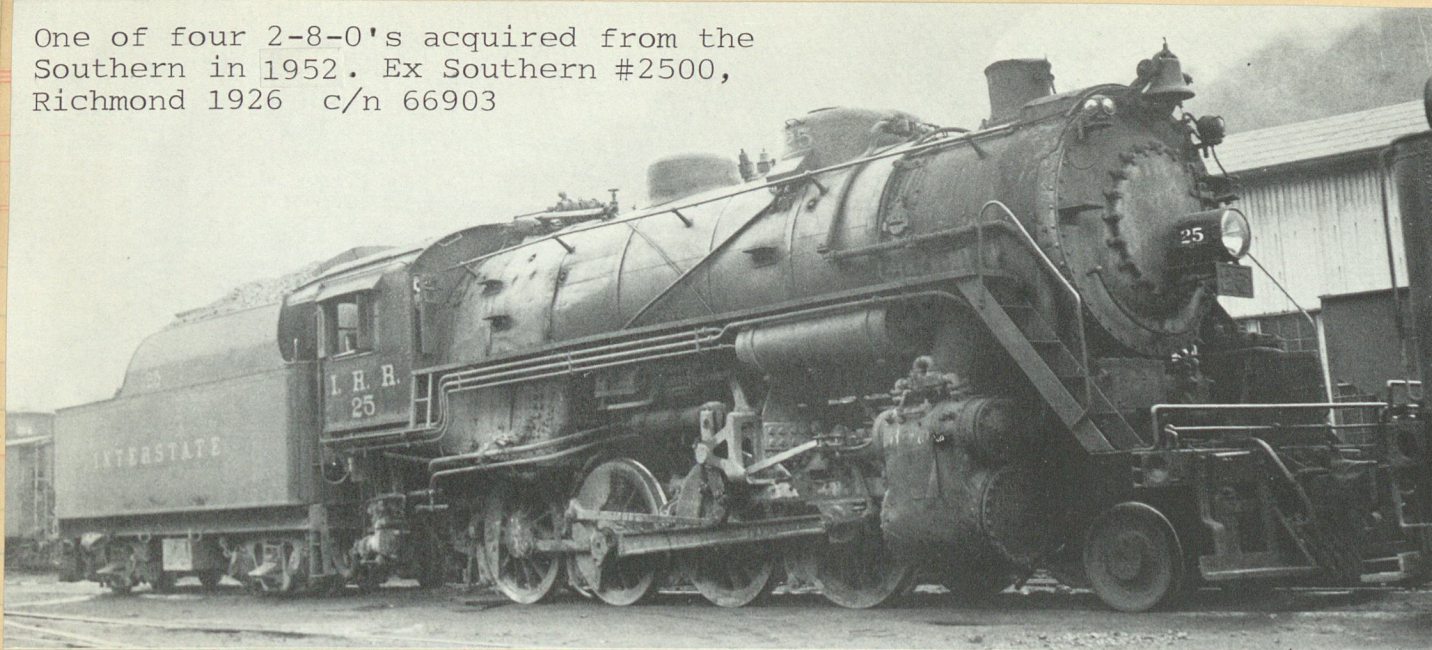


2nd #2 built by Baldwin as Roaring Fork RR #102 in 1911 c/n 36275. Was acquired by IRR in 1920 and remained in service until about 1953. The RFRR taken over by the IRR as the Pardee branch.



The Andover yard engine. Perky #10 (2nd) org #11 erected by Baldwin in 1918 c/n 48955.

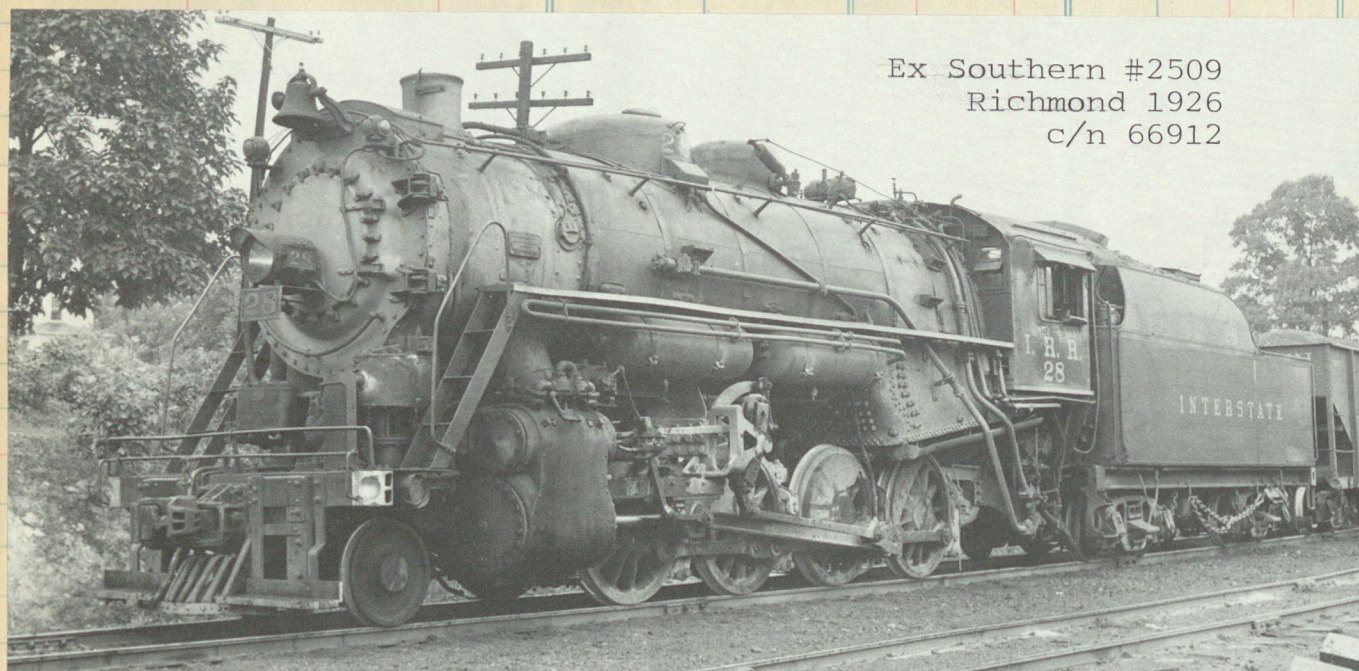
One of four 2-8-0's acquired from the Southern in 1952. Ex Southern #2500, Richmond 1926 c/n 66903



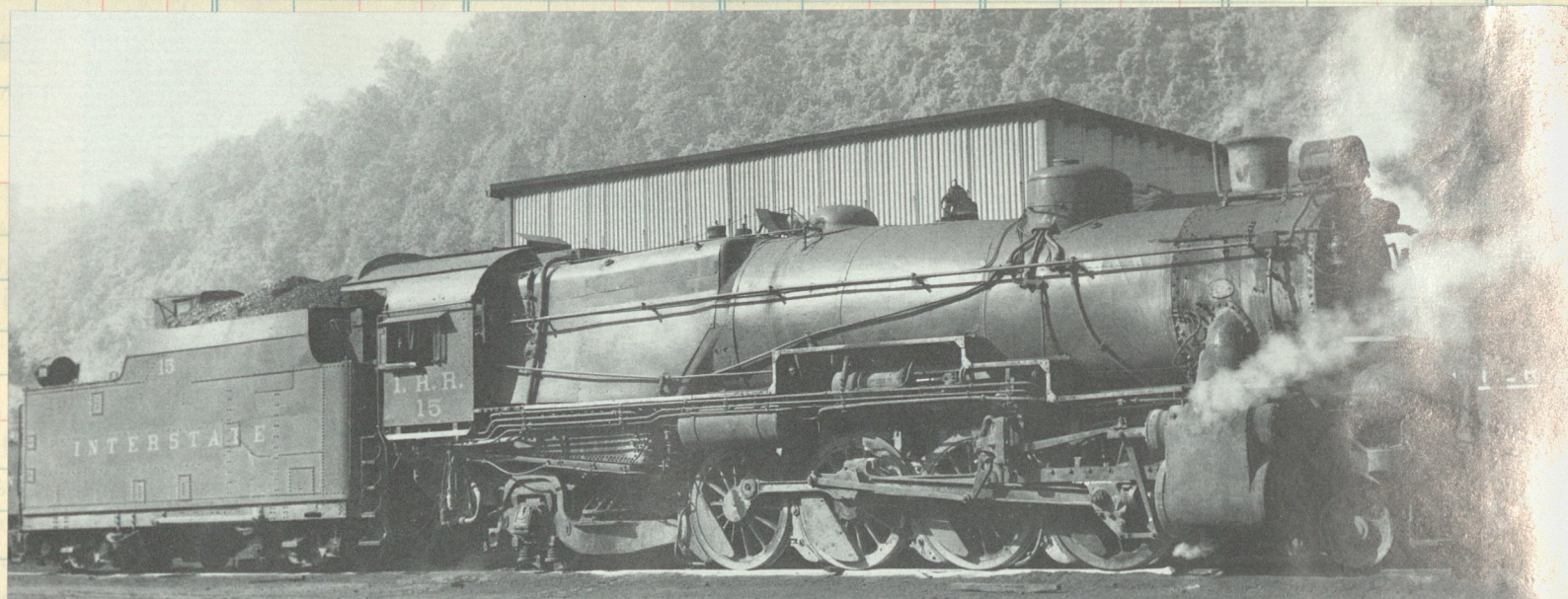
2nd #6

c/n 42693

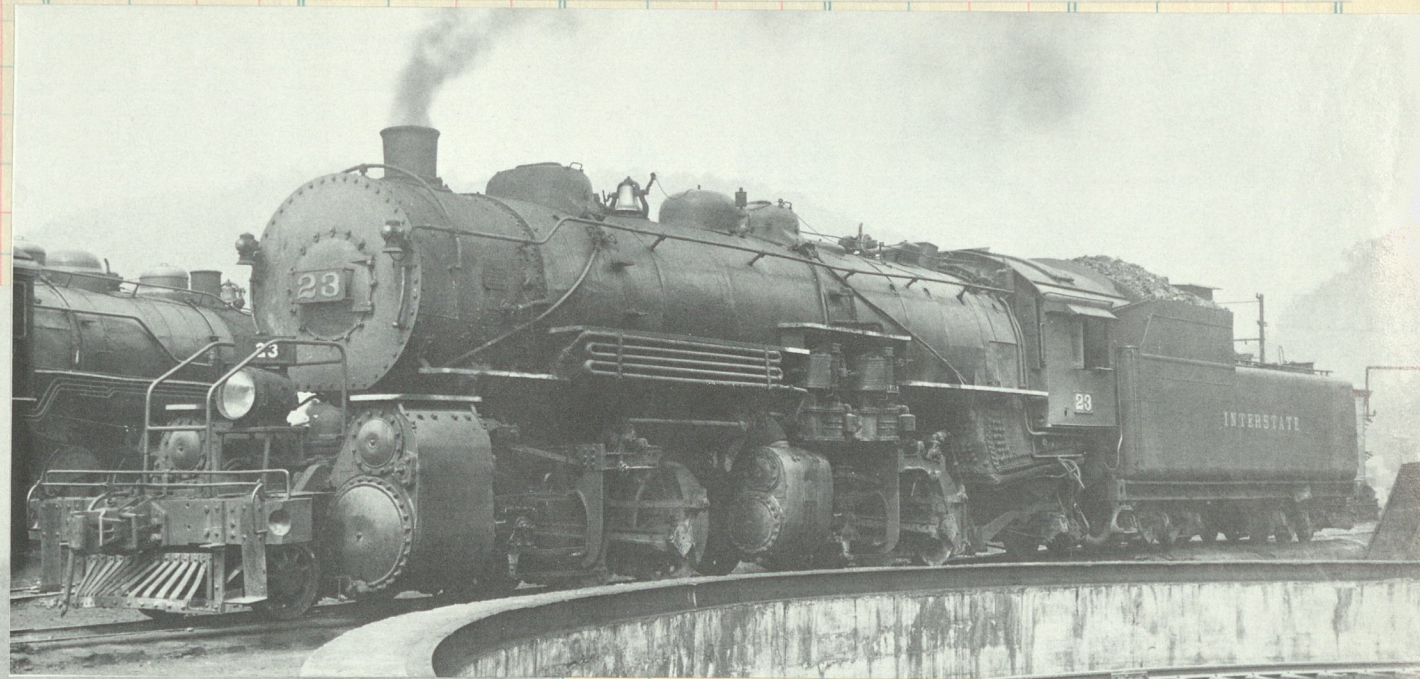
Baldwin 1916



Ex Southern #2509
Richmond 1926
c/n 66912



The only Mikes on the roster was a pair purchased from the Pennsy in 1948 #15 was former PRR #1626 built in 1916 by Baldwin c/n 42936.



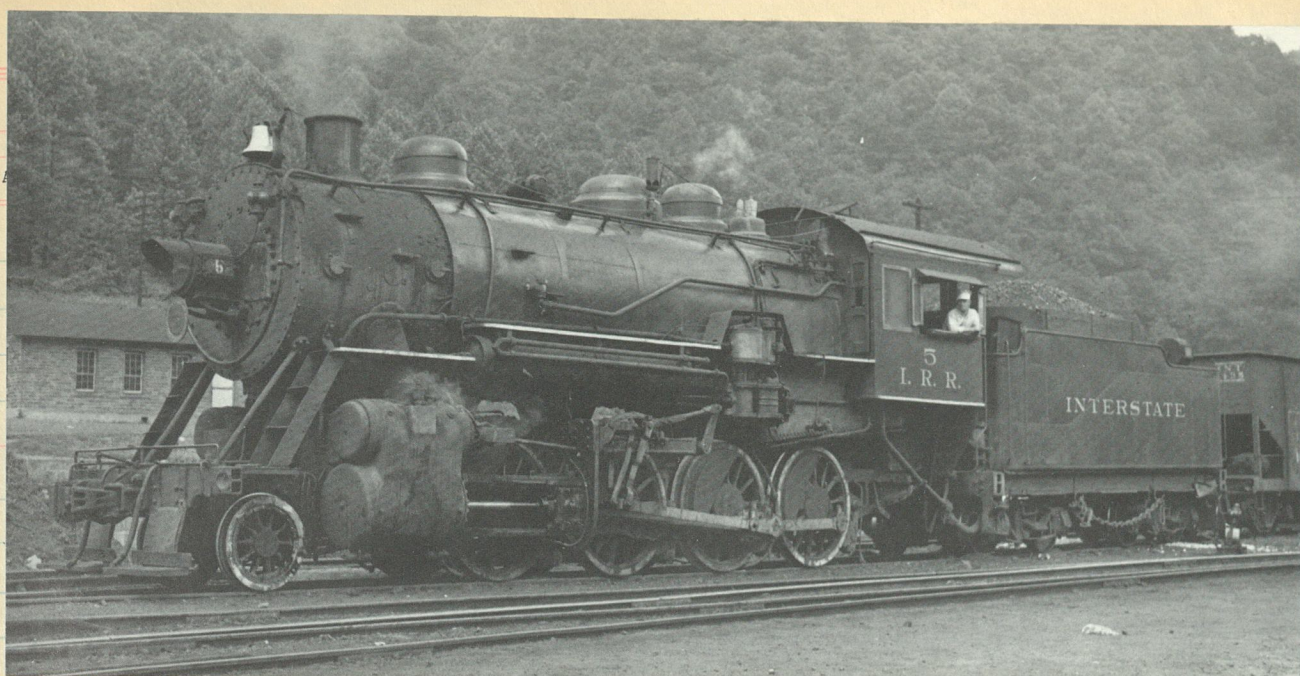
#23 was blt by Richmond in 1912 as N.& W. #1322 c/n 51476



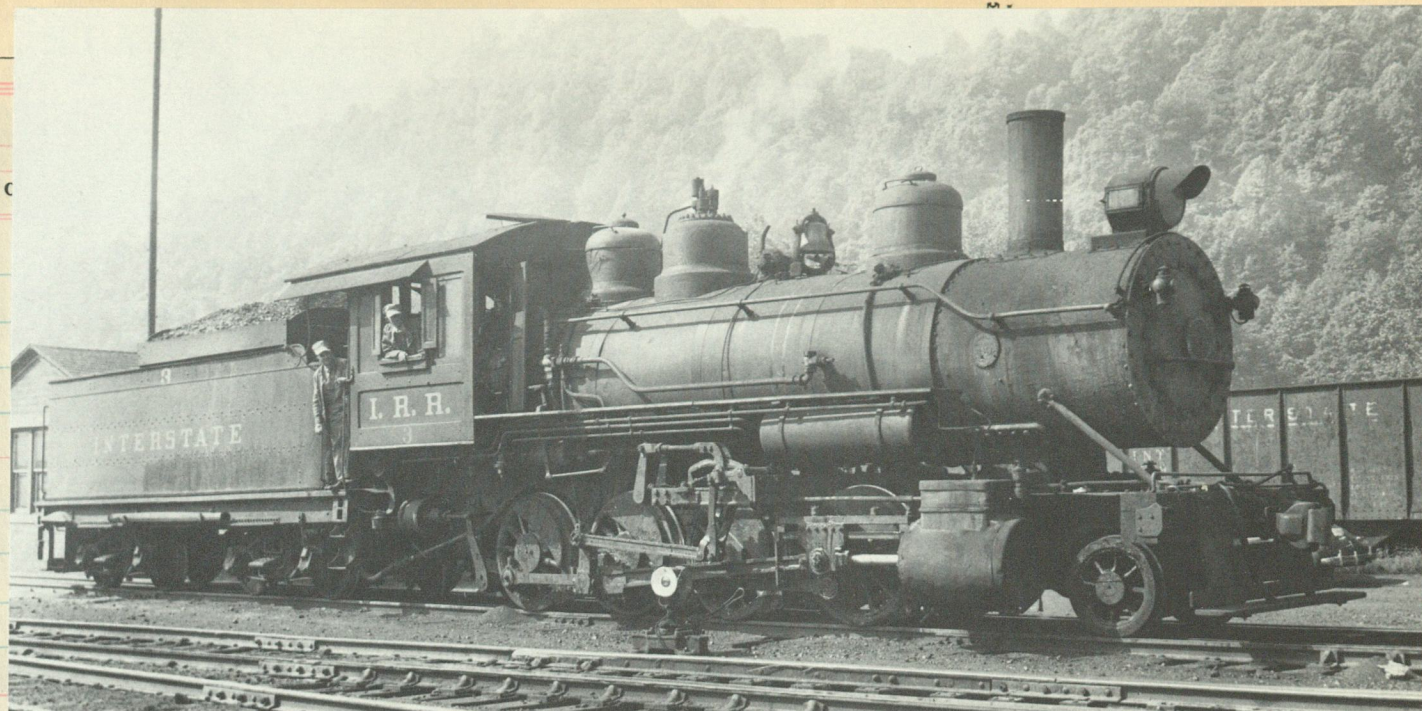
Dorchester Junction, Va., August 1, 1953: An eastbound Interstate Railroad extra freight with Engines 25 (ex Southern 2500) and 14 (ex PRR 266) pauses on the crossover of IRR's Sutherland branch.

D. Wallace Johnson

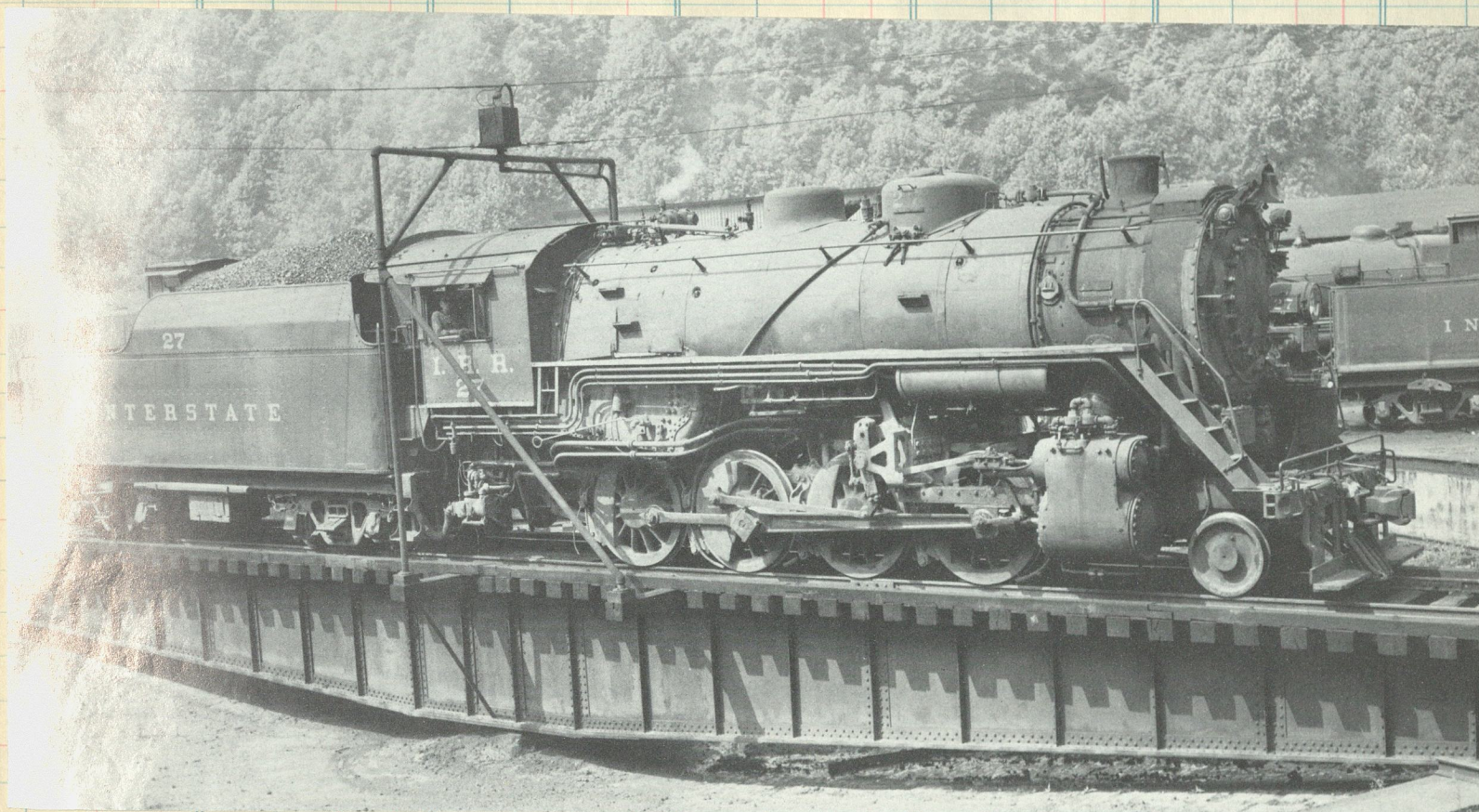
Clos. No. Sold



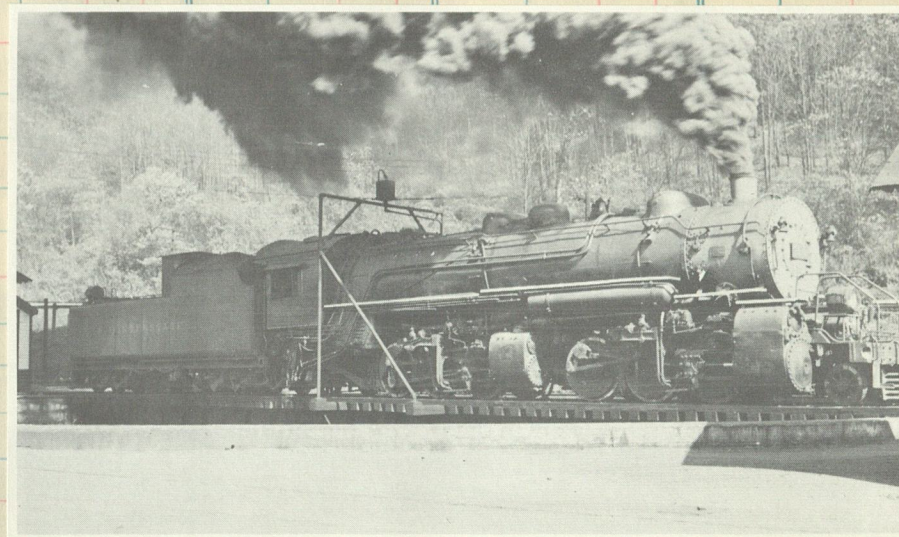
2nd #5 is a duplicate of 2nd #6 but was built four years later (1920) also by Baldwin c/n 53097



This ol' veteran served for almost a half a century. Was delivered new by Baldwin in 1907 as 2nd #3 c/n 32469.

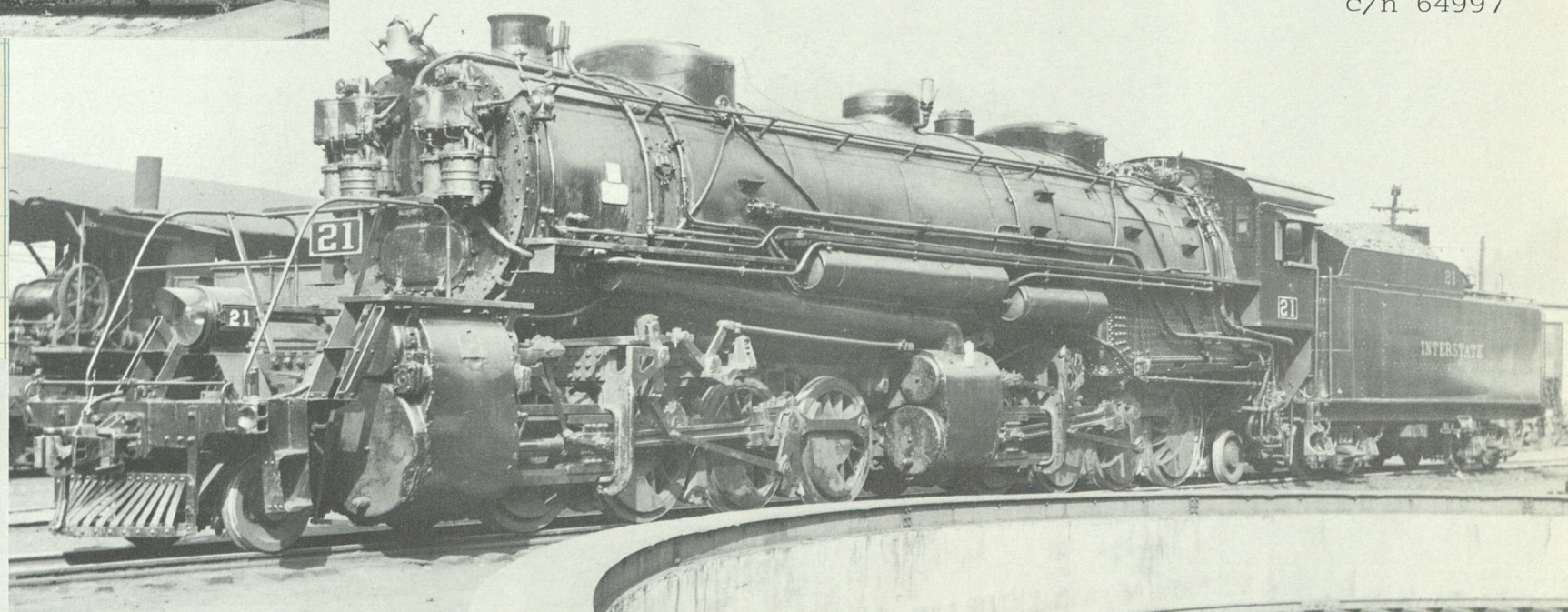


Another of the Southern 2-8-0's. #27 ex Sou #2505



2-6-6-2 #24. Former N&W #1426 blt at Schenectady in 1916 c/n 55581

Delivered new by Richmond 1923 c/n 64997



Engs 27 and 25 with a caboose hop near Powell River

RECORD OF TICKET SALES AT

FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Class No. _____

6-11

1

22

— 22 —

1000

1

1

1

1

1

1

1

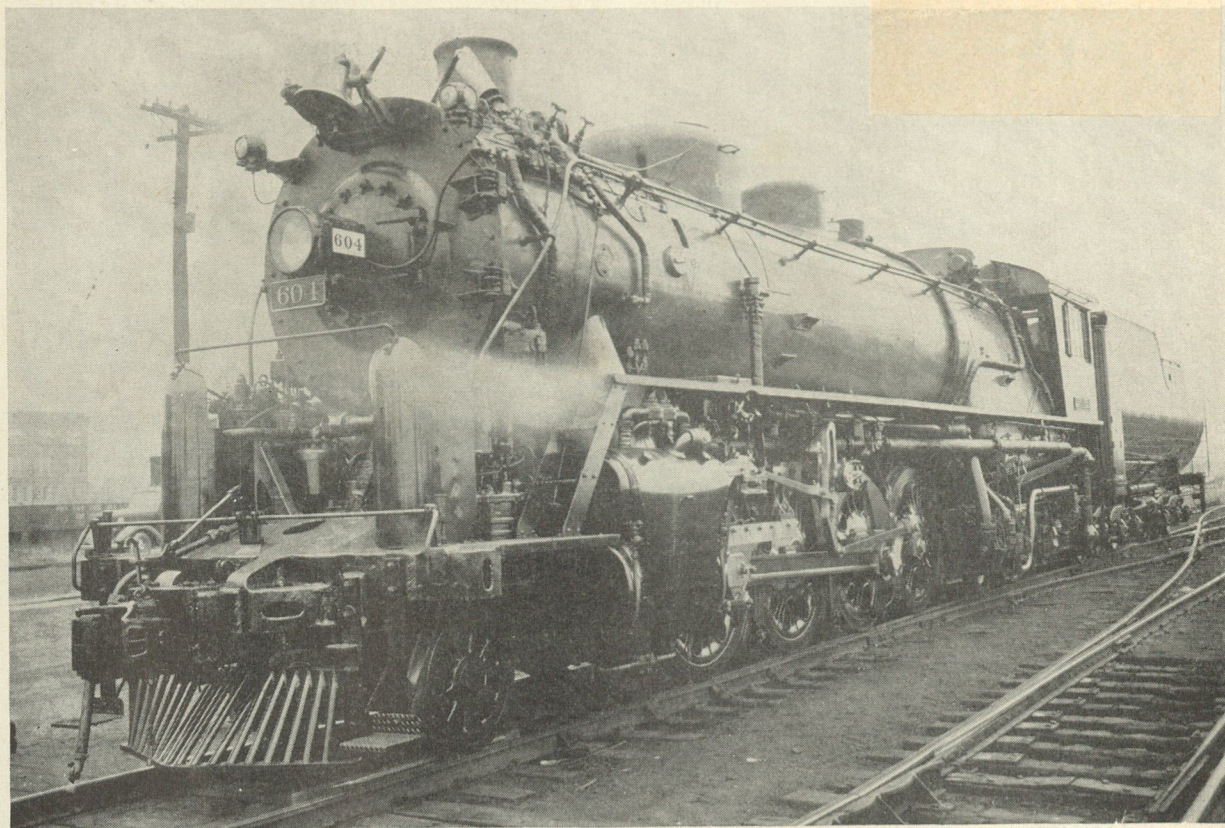
DATE _____

Deduct “

DATE _____

Total Accounted for

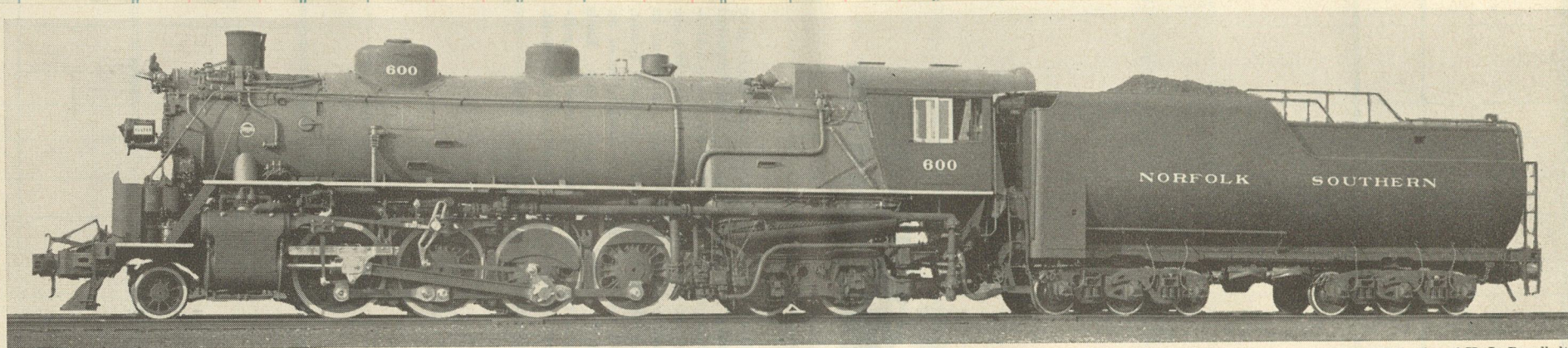
Norfolk Southern



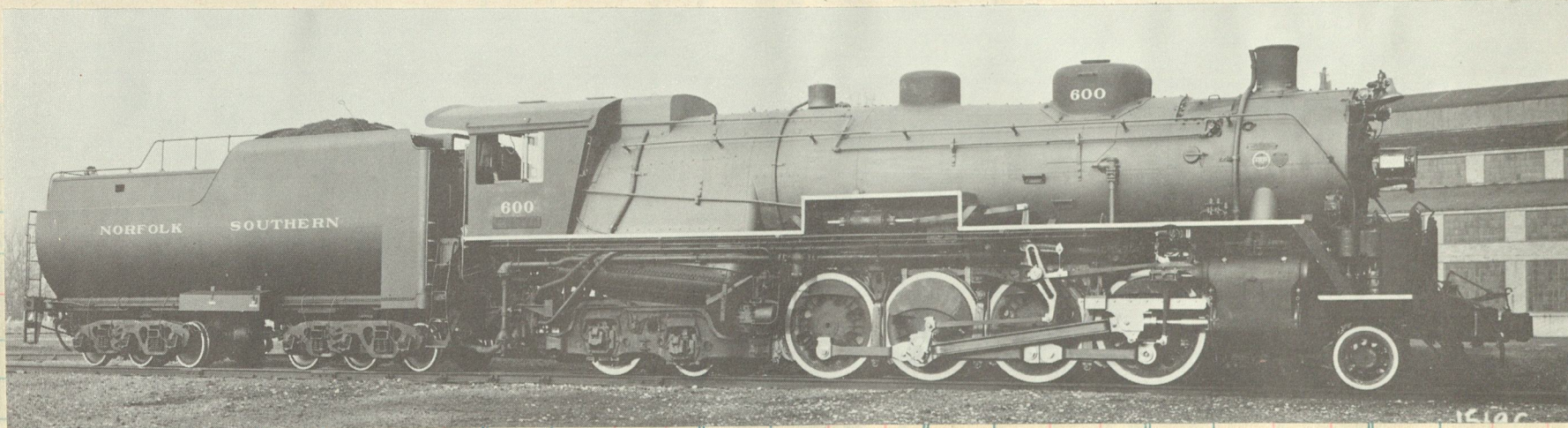
★ Lumber, spuds, and the golden leaf keep the wheels rolling on the 733-mile Norfolk Southern.

In 1927 the Norfolk Southern operated 895 miles with 103 engines, 3495 freight and 114 passenger cars.

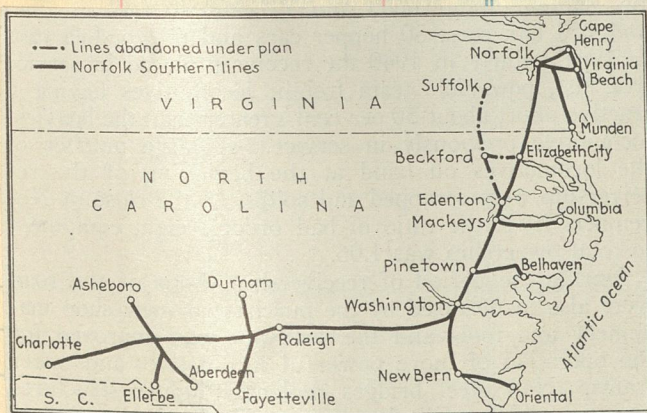
NORFOLK SOUTHERN RAILWAY



Collection of H. L. Broadbelt.



Sold to the
N de M
1951
Noed 3350-3354

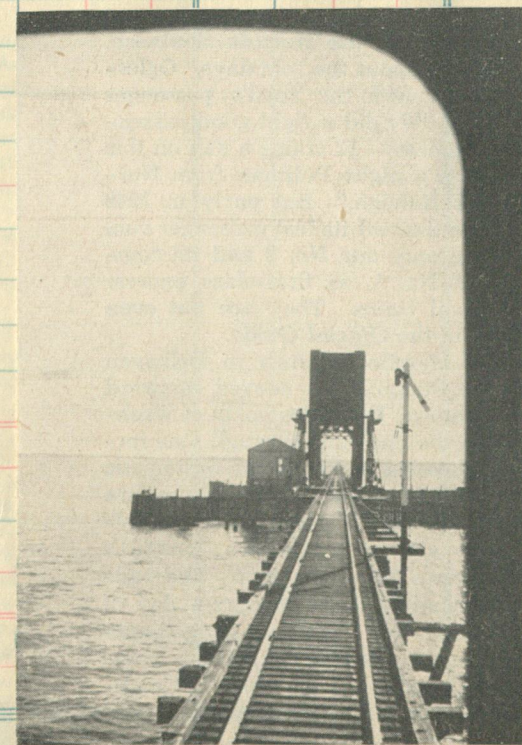
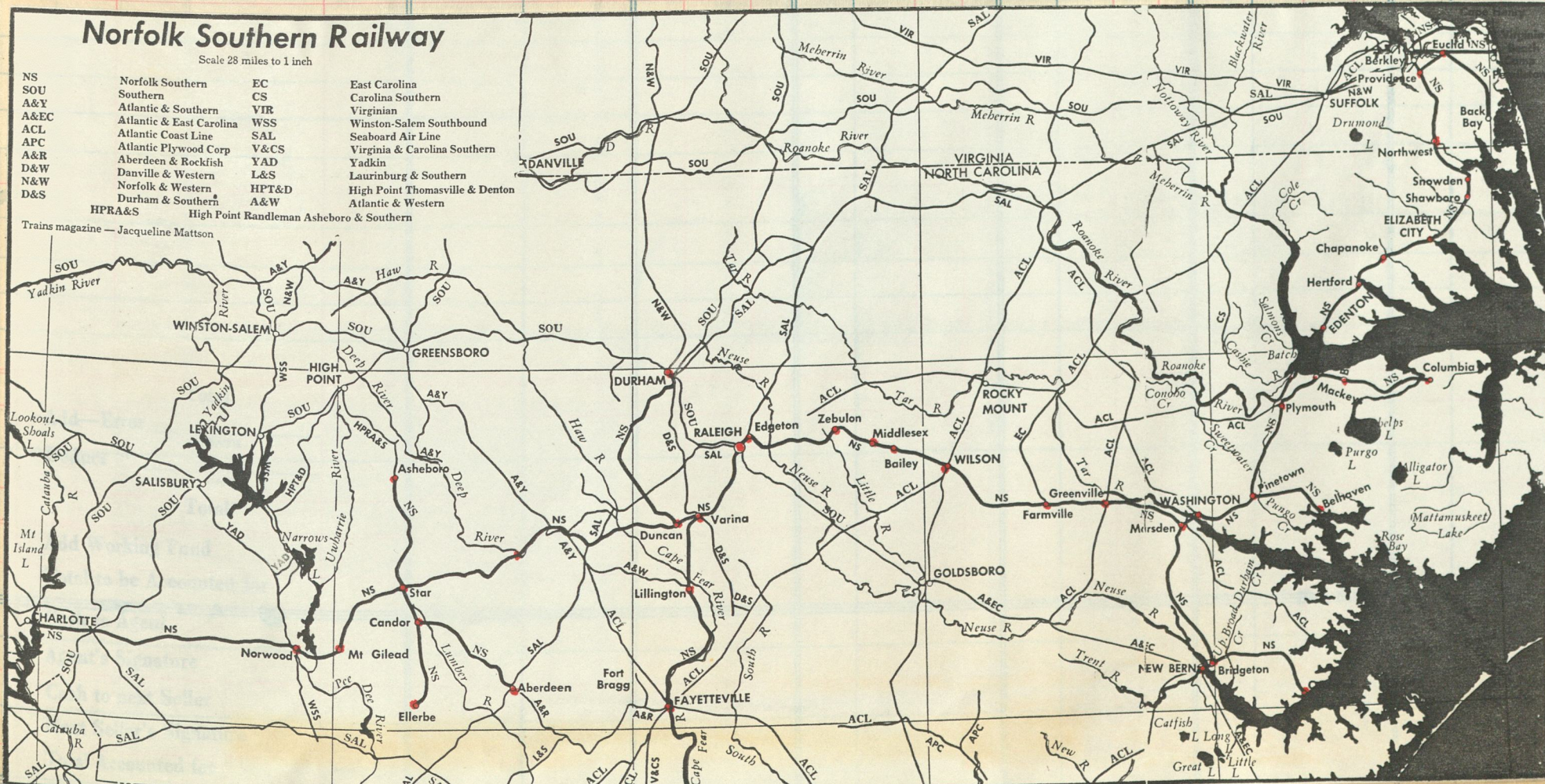


Map of Norfolk Southern Lines 1922

600-604

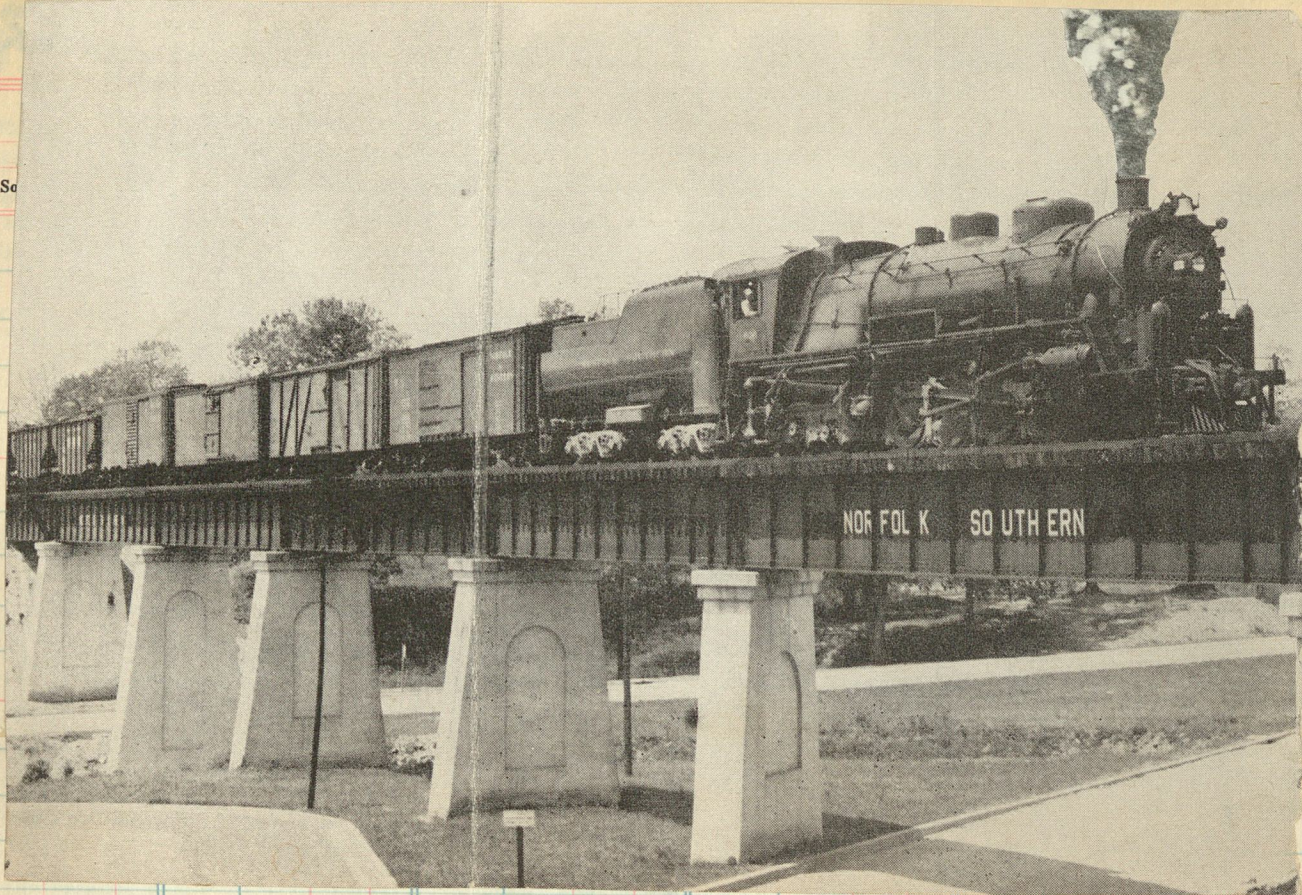
c/n 62322

Baldwin 1939



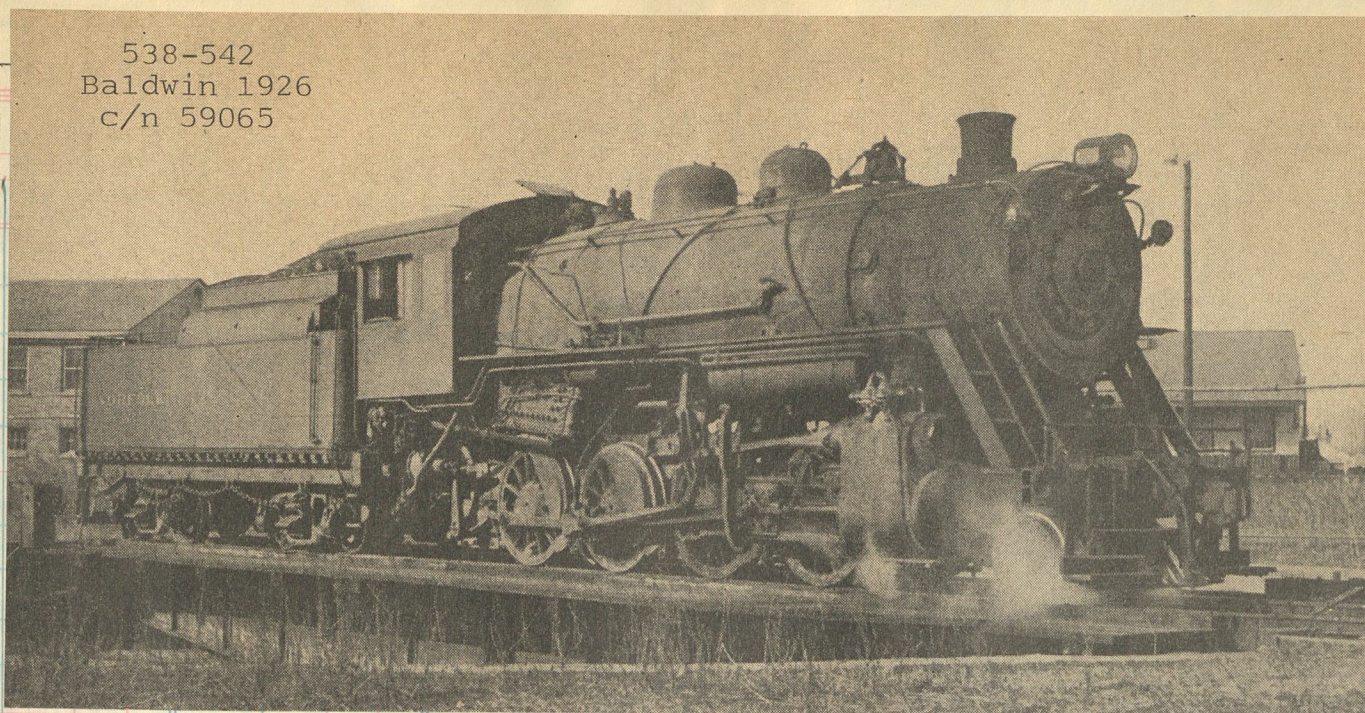
H. A. McBride.

Norfolk Southern trains go to sea for 5.8 miles on the trestle over Albemarle Sound.

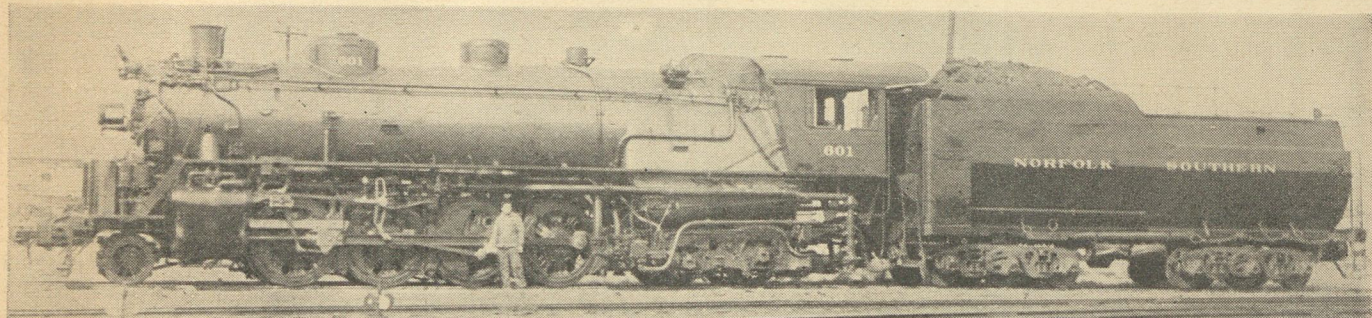


A 2-8-4 works tonnage thru Raleigh

538-542
Baldwin 1926
c/n 59065

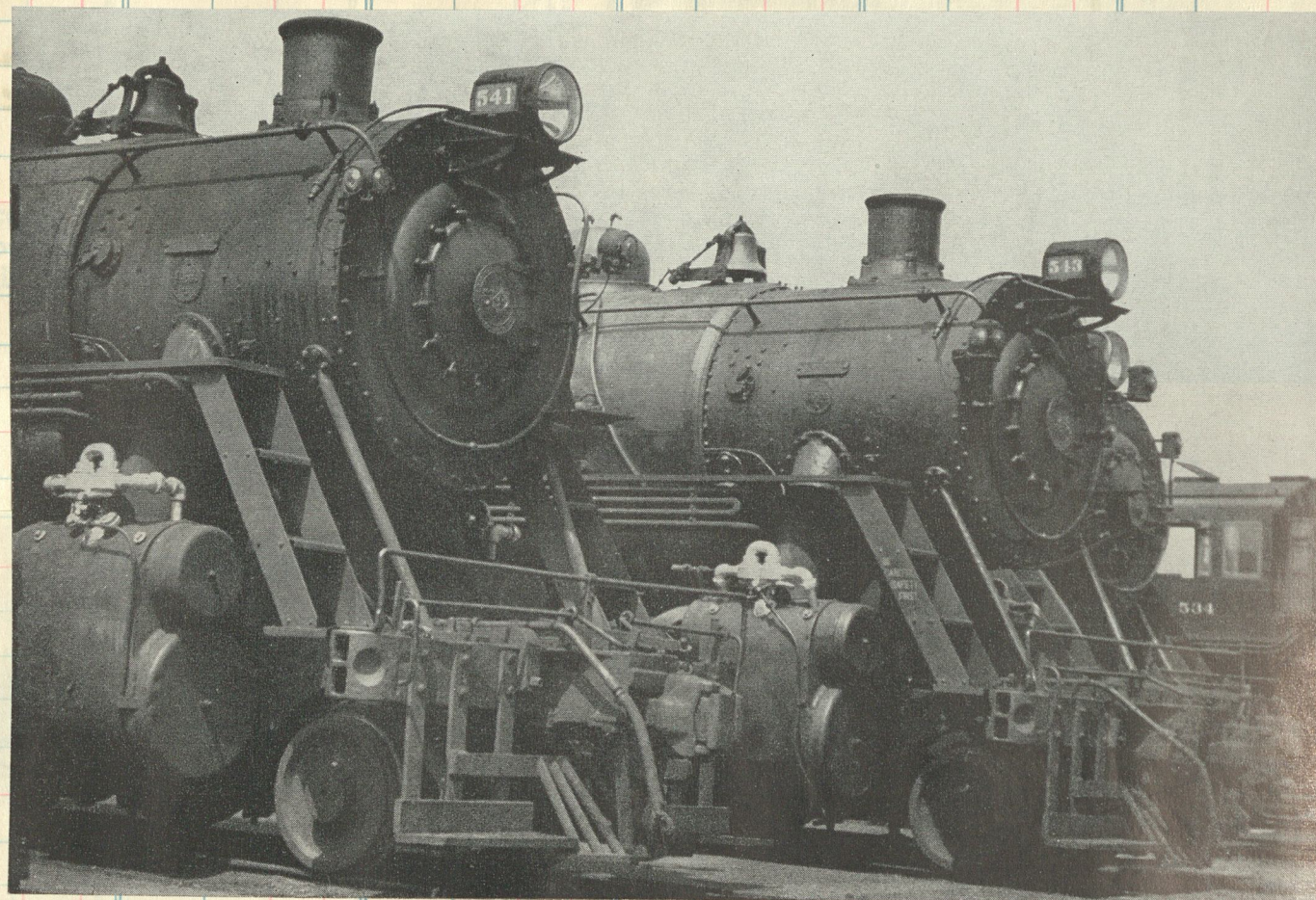


Amount Clos. No. Sold Amount

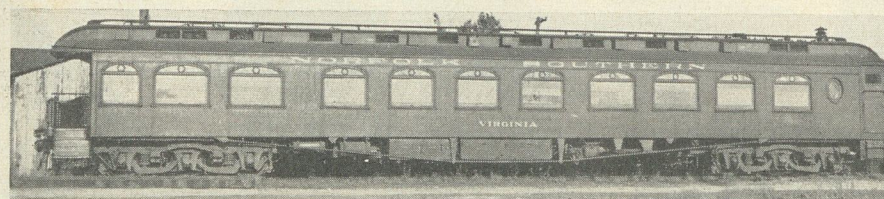


NEW BALDWIN LOCOMOTIVE FOR FREIGHT SERVICE ON NORFOLK & SOUTHERN
One of five new locomotives purchased by N. & S., engine 601 handles freight runs between Charlotte, N. C., and Norfolk, Va. Photograph was taken after locomotive had completed its first northbound run from Charlotte. Local Chairman, Brother E. L. Smithson, Div. 891, is standing by engine.

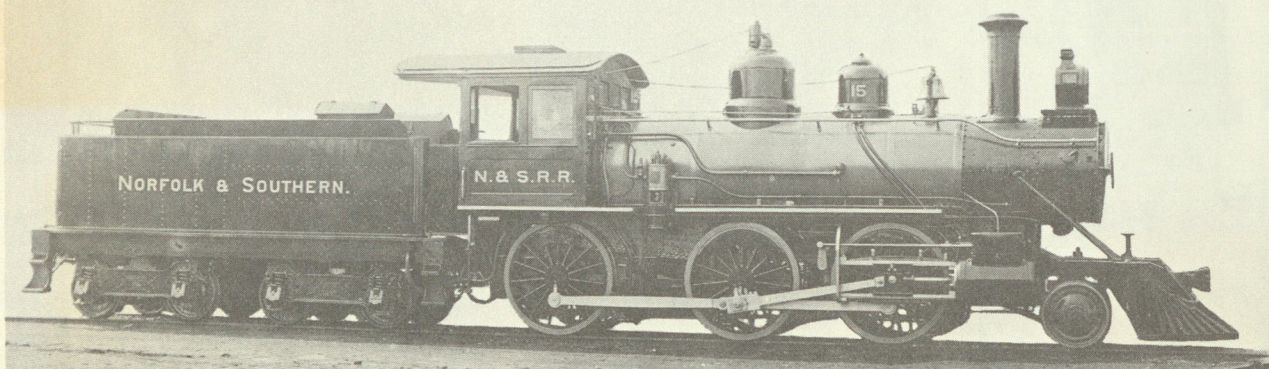
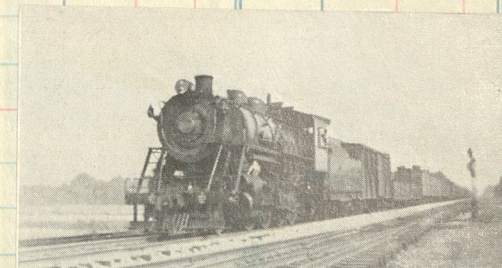
G. B. Foy



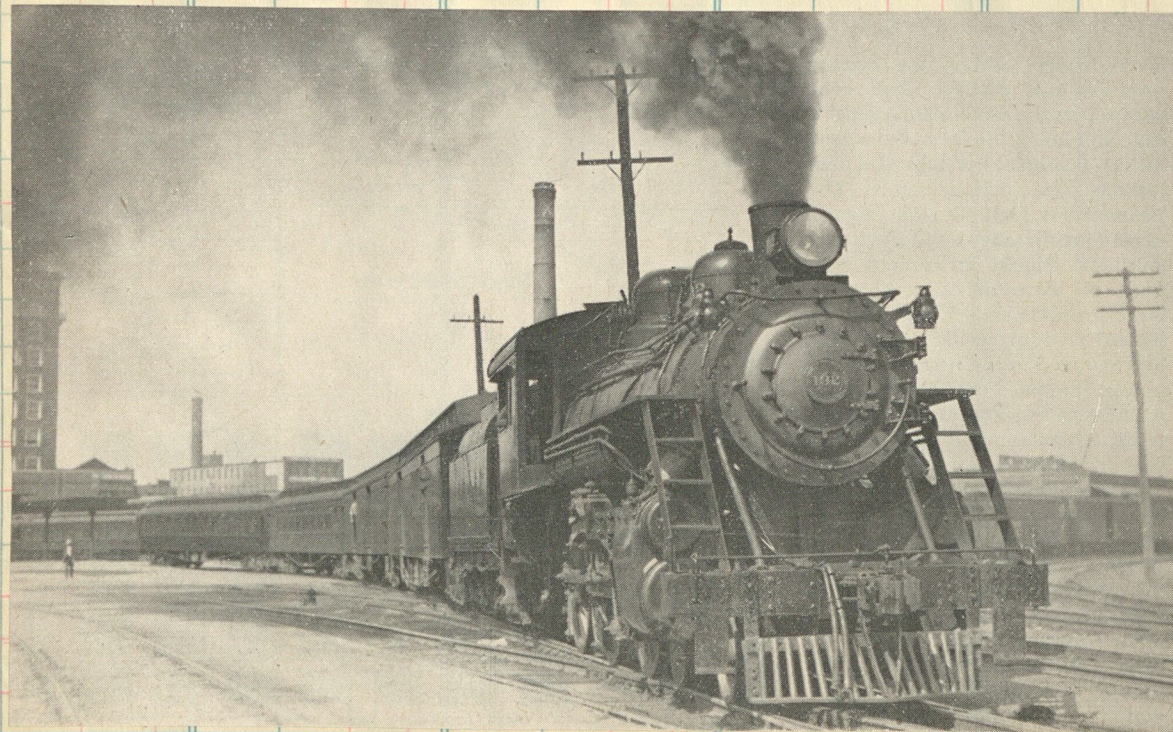
Ponies at Carolina Junction



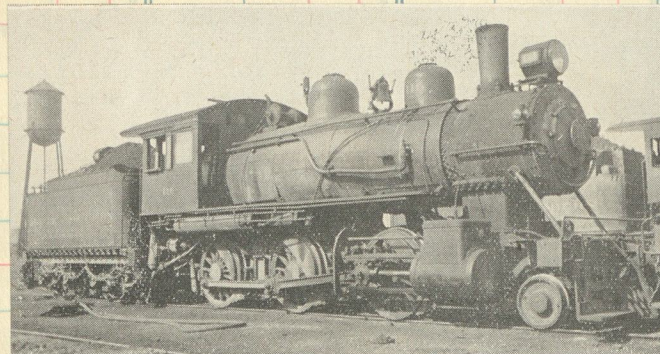
The parlor car Virginia graced the Norfolk Southern's passenger trains during their heyday.



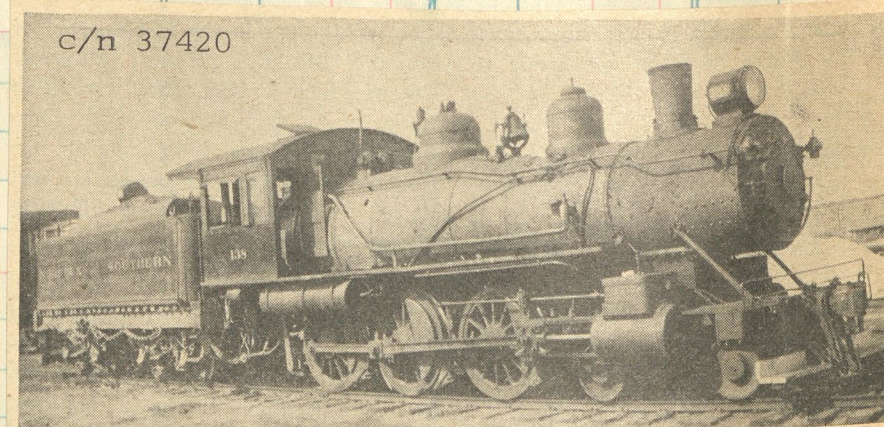
#15 was delivered by Baldwin in 1902 c/n 20147 Renoed #101



Ten wheeler #132 departs the Norfolk Terminal station with Trn #1. One of four, nos 131-134, delivered by Baldwin in 1913 [c/n 40102]. These were the final passenger engines received by the N.S.

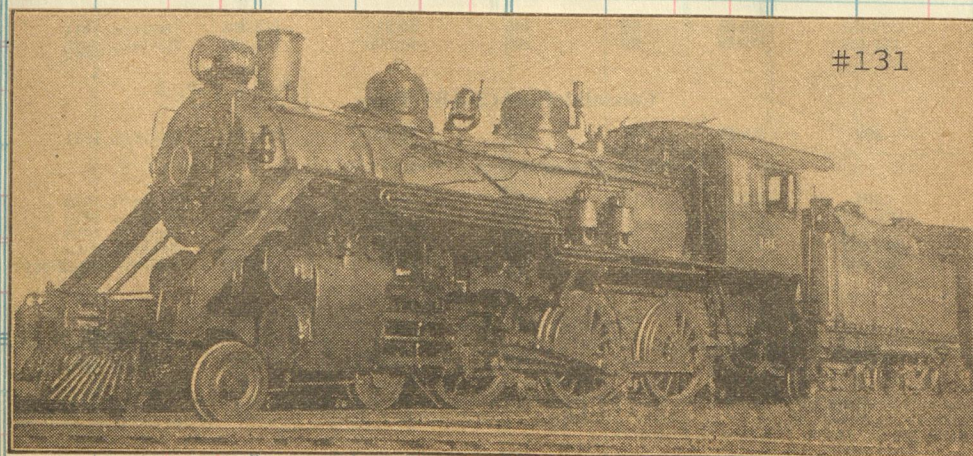


One of four Moguls bld by Richmond in 1906 for the Va. & Carolina Coast

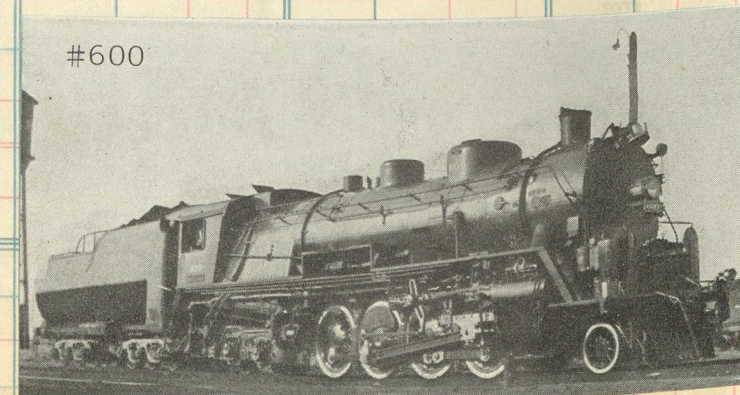


c/n 37420

#138 was built by Baldwin in 1912 as the Durham & South Carolina #101

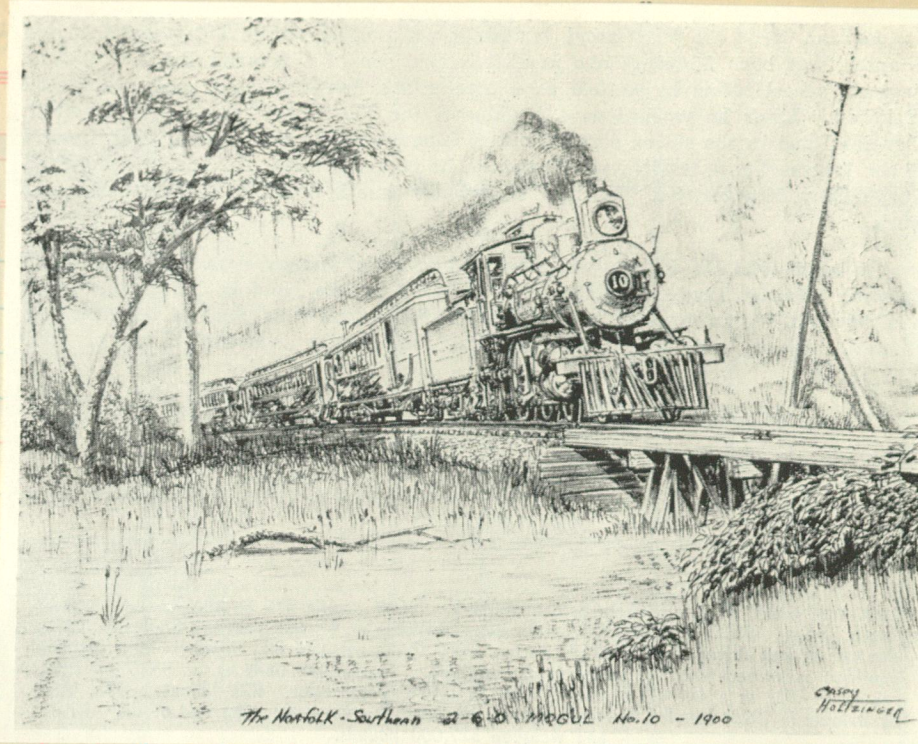
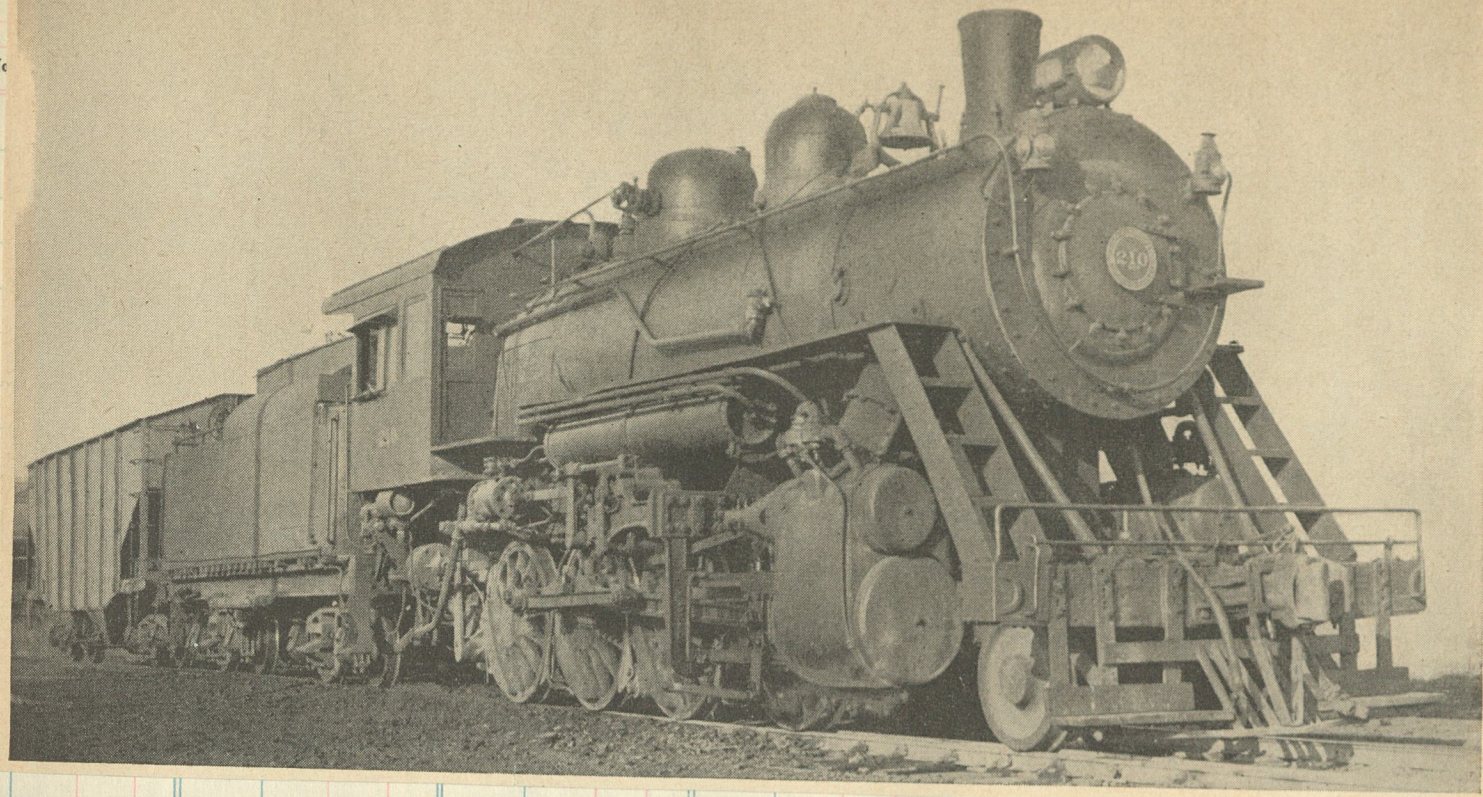


#131



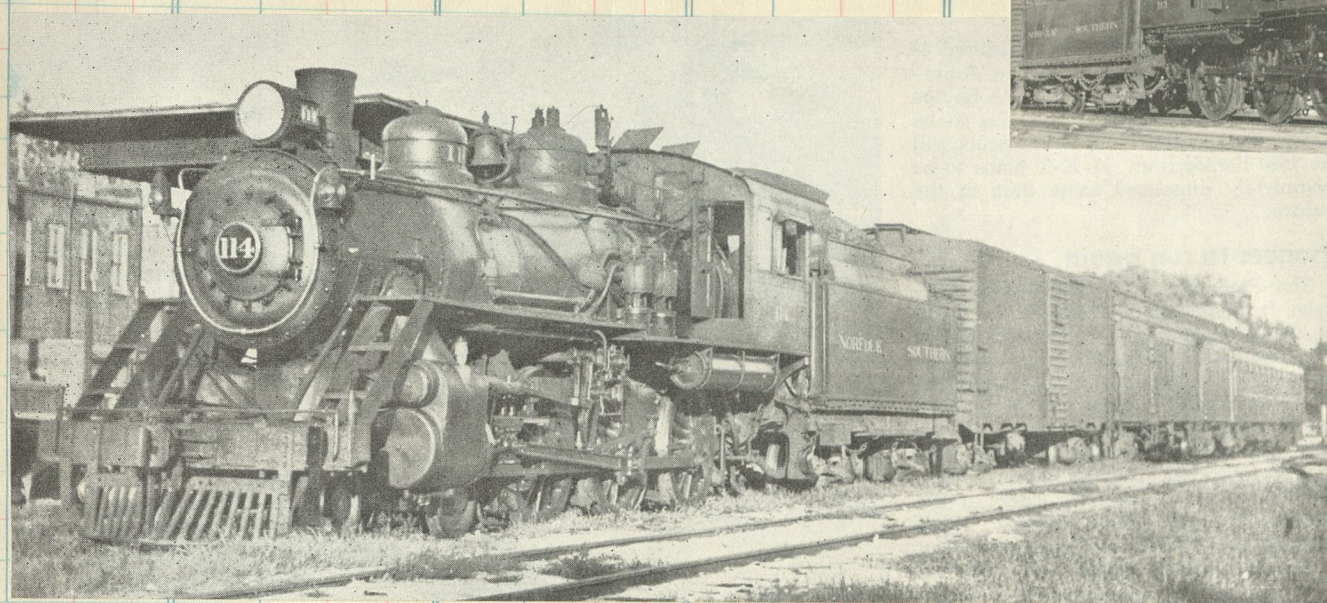
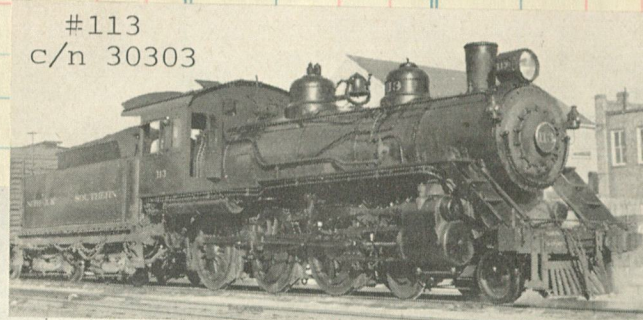
#600

2-8-0's Class E-2 Nos 207-211
Baldwin 1913 c/n 40099

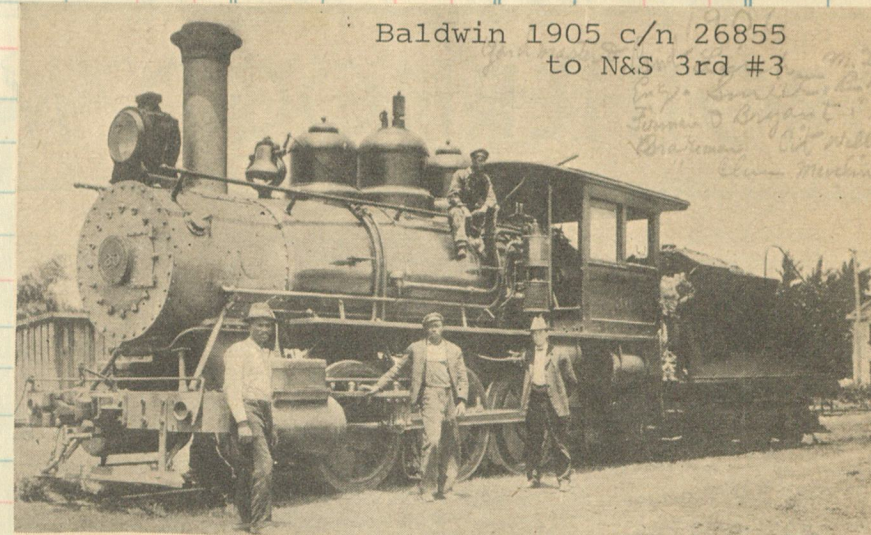


The #10, a 2-6-0, was blt by Baldwin in 1892
c/n 12968. Reblt as a 4-4-0 in 1902 noed #43.

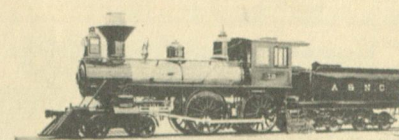
#113
c/n 30303



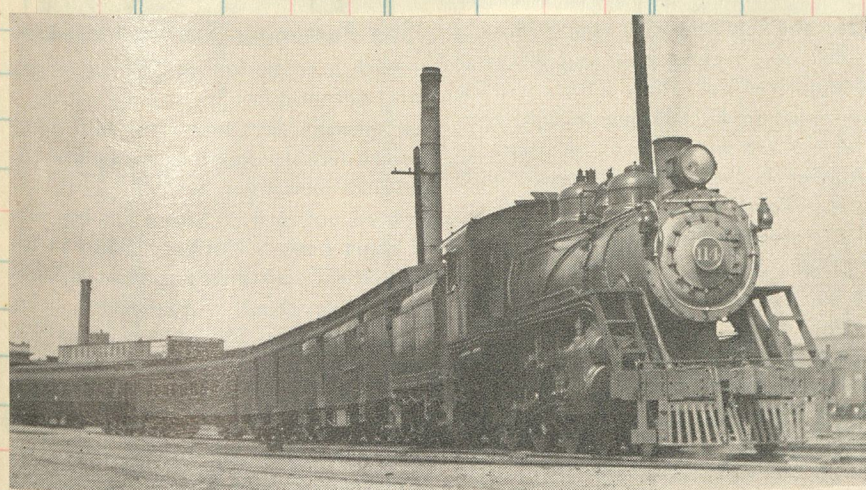
Baldwin delivered eight 4-6-0's in 1907 noed 112-119. The 114
had c/n 30317 shown here with her train at Berkley. Passenger
service on the N.S. was discontinued Jan 31, 1948.



YARD CREW BESIDE THEIR LOCOMOTIVE
Standing beside engine 30 of the Atlantic & North Carolina Railroad, of which the photo
graph was taken in 1906 at New Bern, N.C., were: M. L. Lynch, yardmaster and conductor
B. B. Smith, engineer; D. Bryant, fireman; C. Williams and Clem Menlink, brakemen.



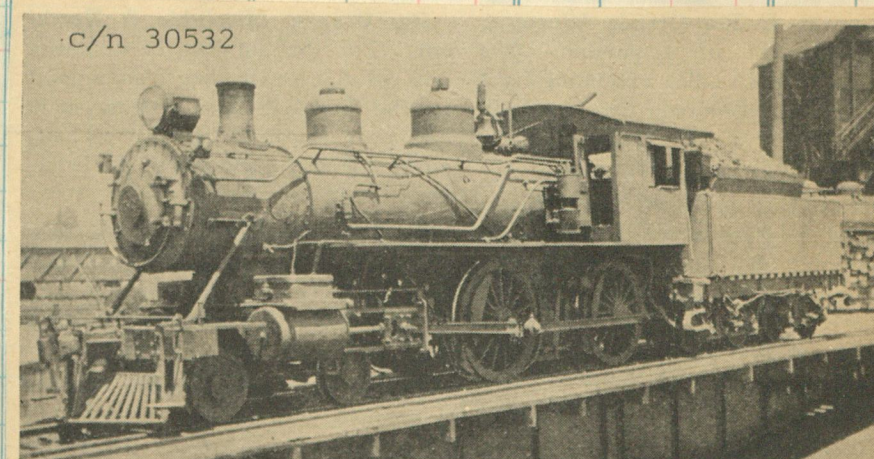
Atlantic & No Carolina #18
Blt in 1901 by Baldwin c/n
18675. To N&S #40



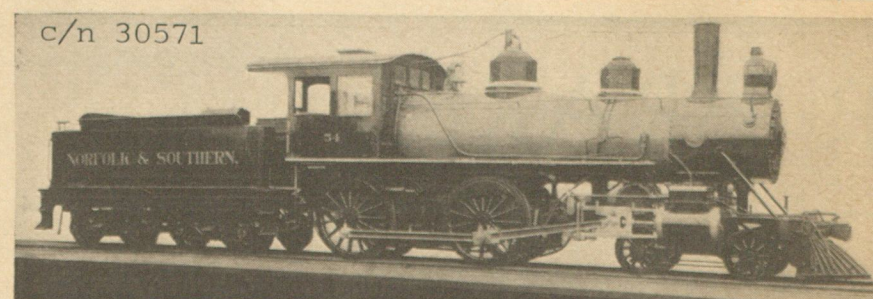
NORFOLK & SOUTHERN RAILROAD'S ENGINE 114 LEAVING NORFOLK, VA.



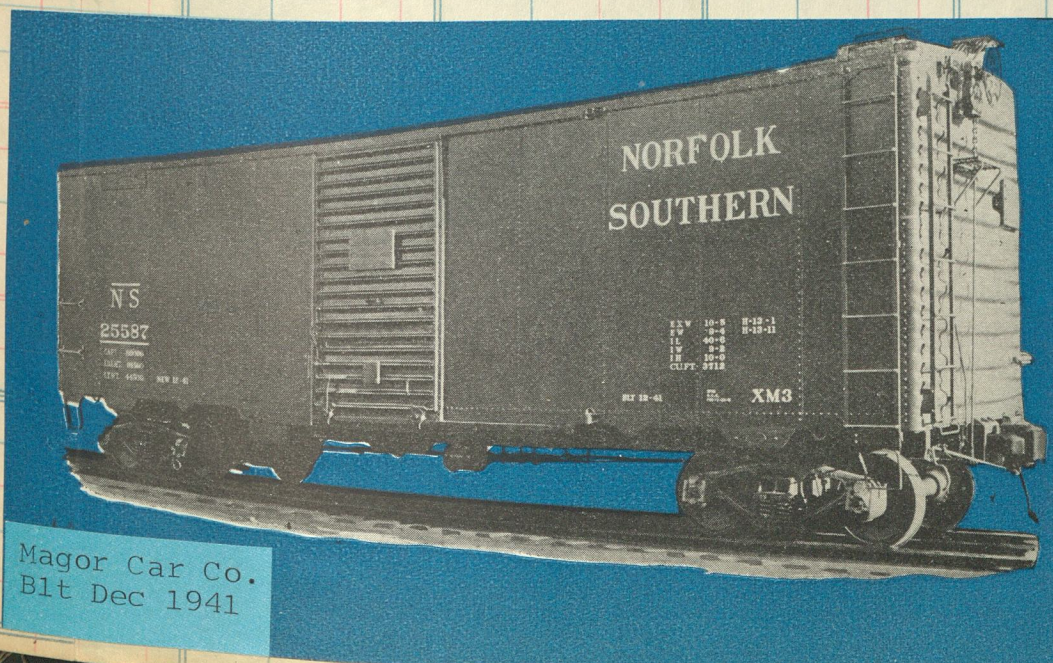
NORFOLK-SOUTHERN'S ENGINE 109 OUTBOUND FROM NORFOLK, VA.



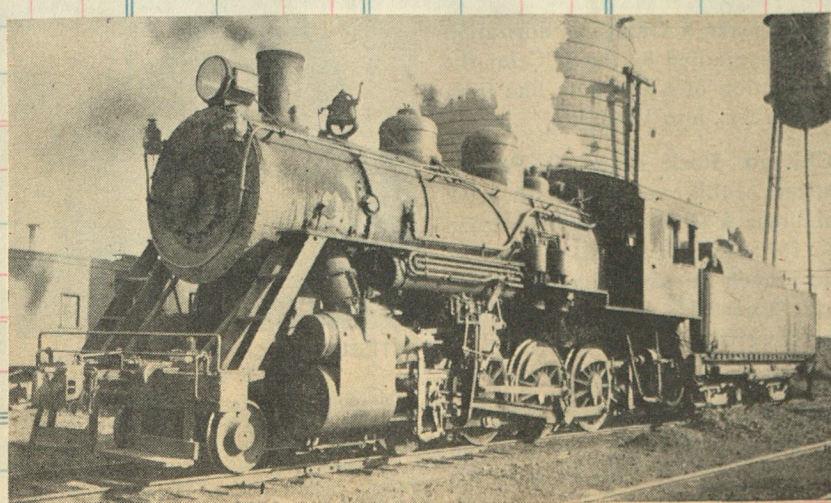
NORFOLK SOUTHERN LOCOMOTIVE 52



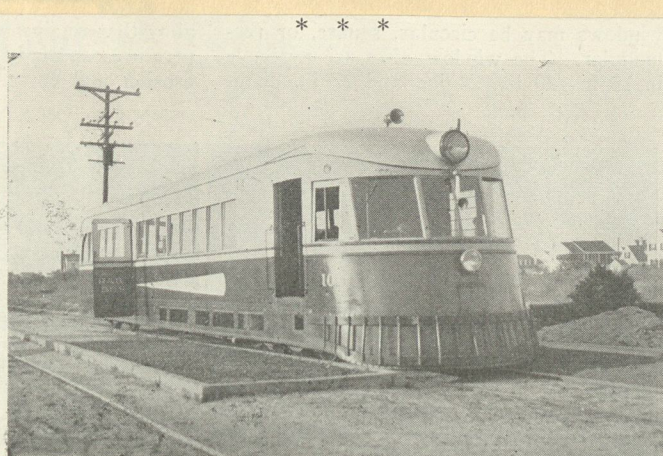
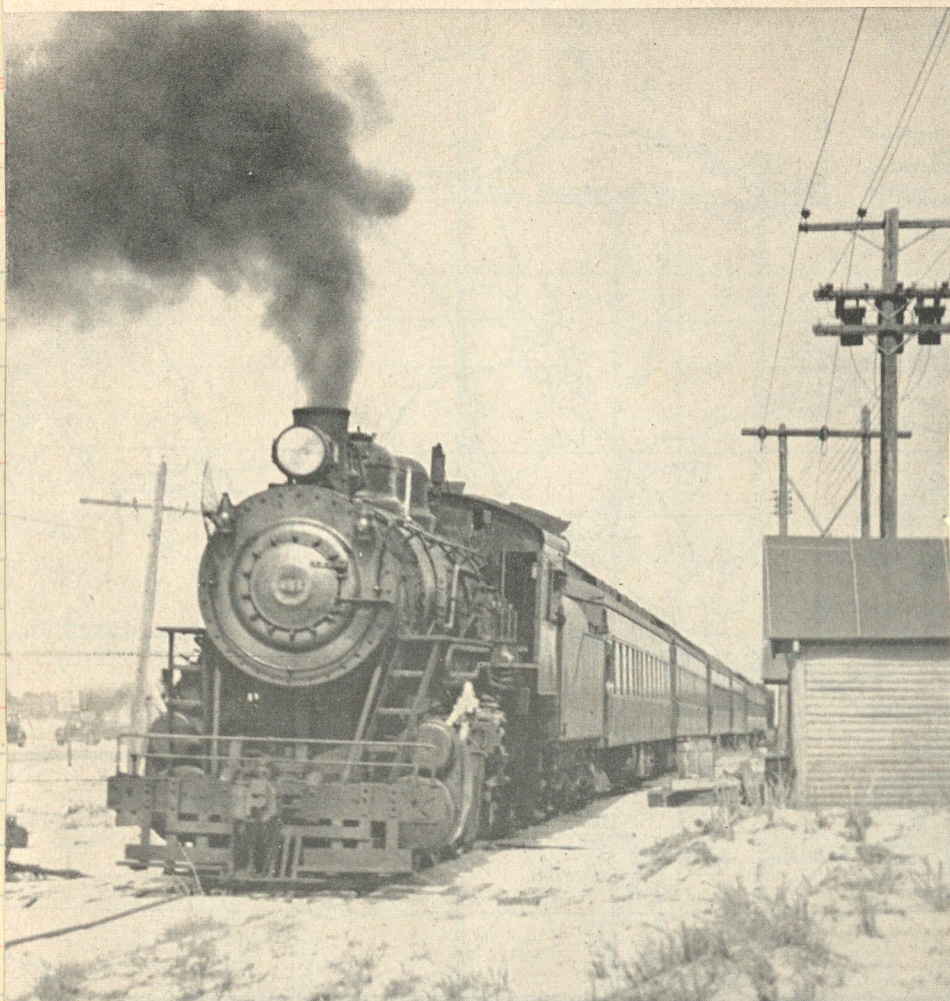
Two eight wheelers from Baldwin in 1907



Magor Car Co.
Blt Dec 1941



2-8-0 #206 blt as #120 by Baldwin 1910
c/n 34682



Sold	Amount	Clos. No.	Sold	Amount
------	--------	-----------	------	--------

	Total
Add—Error	
	DATE
Deduct “	
	DATE
	Total
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent's Signature	
Cash to next Seller	
Next Seller's Signature	
Total Accounted for	

Amou Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. So

Clos. No. Sold

Sold Amount

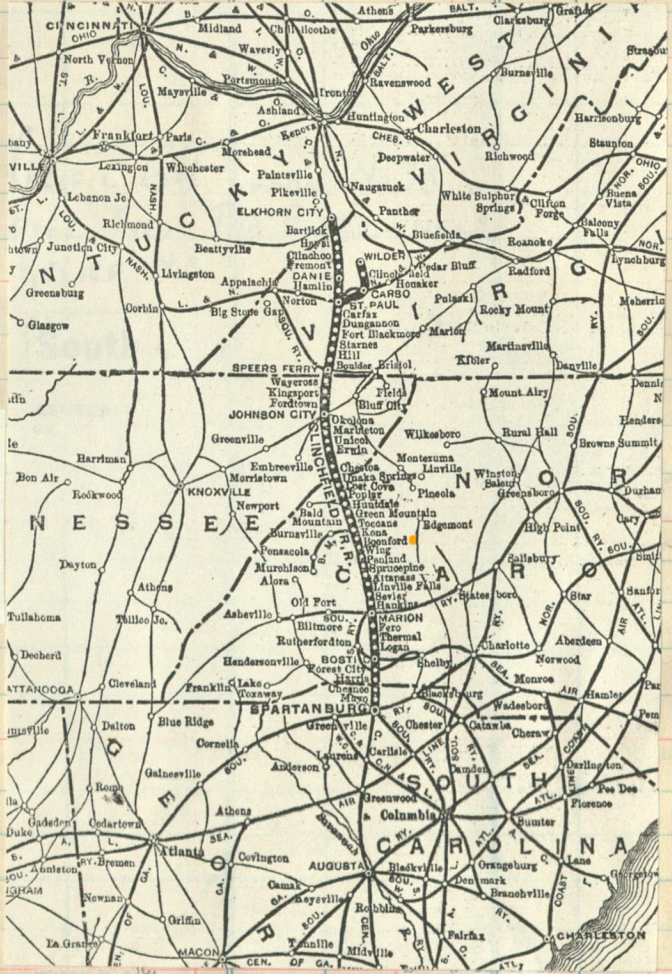
In 1927 the Clinchfield was operating 287 miles with 96 engines, 7630 freight and 40 pass cars



Three views of the daily southbound local, Trn #38, that made the 277 mile run from Elkhorn to Spartanburg in ten and a half hours. The trip involved 29 regular stops with 48 conditional flag stops. Above-the 154 leads the way near Relief, N.C. Bottom-left exiting Rocky Tunnel #1 with the 153 and bottom right-old #151 does the honors near Boonford, Tn.

The Clinchfield Route

Clinchfield Railroad Company



Wayne R. Brumbaugh





After Black Mountain #1 had retired the Clinchfield shops at Erwin polished her up for static display. Then in the late Sixties they decided to put her in operating condition. Between 1968 and 1972 she ran on some 85 excursions over 30,000 miles. Not bad for an 85 year old!! Here she sings along over the Copper Creek viaduct with a "Clinchfield Special". Tom Moore is now her proud owner.

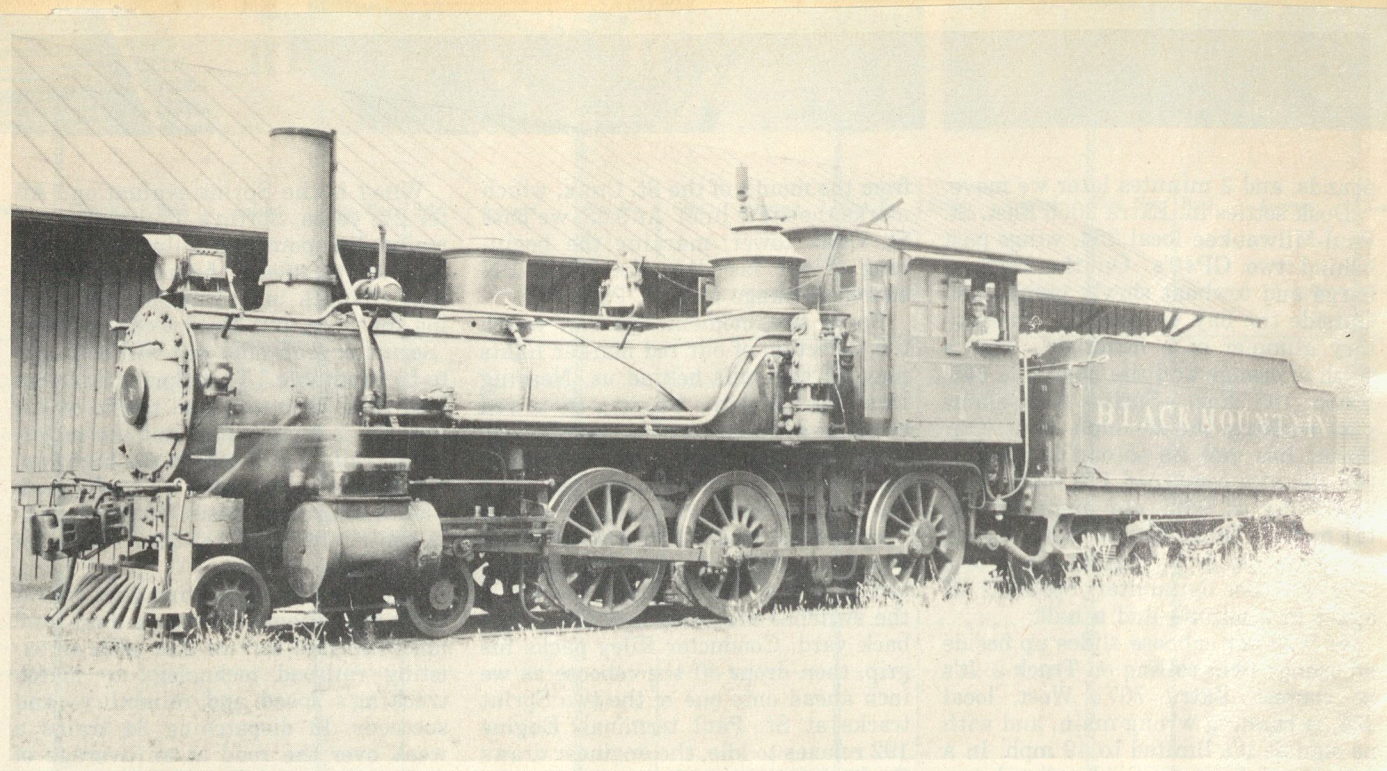
BLACK MOUNTAIN RAILWAY COMPANY.
J. Bis RAY, President, Burnsville, N.C.
Trains leave Kona, N.C. 8:05, 1:05 p.m. for Micaville (6.2 miles), Windom (8.4 miles), Burnsville (10.6 miles), Delingers (14.8 miles), Low Gap (18.2 miles), Pensacola (20.4 miles), Murchison (21.5 miles), arriving Eskota (24 miles) 5:20, 5:50 p.m. Returning, leave Eskota 9:40, 11:00 a.m., arriving Kona, N.C., 12:40 noon, 1:17 p.m. August 9, 1915.
†Daily, except Sunday; ‡Sunday only. Eastern time.
Connection.—1 With Carolina, Clinchfield and Ohio Ry.



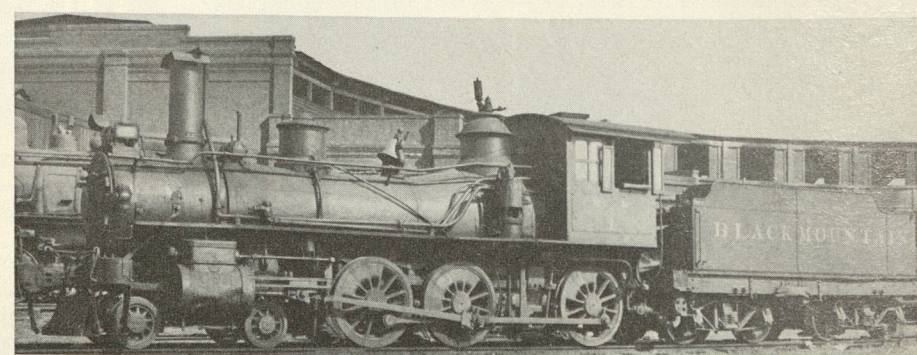
Between Kona and Burnsville, N.C. on the Clinchfield-owned Black Mountain Railroad, Ten-Wheeler 99 hauls the local freight in 1951, including a colorful way car rebuilt from an old wooden box car.

G-1 99 19x26cyl 63"DR 200BP 25,400TF 121,300wgt Baldwin, 1905

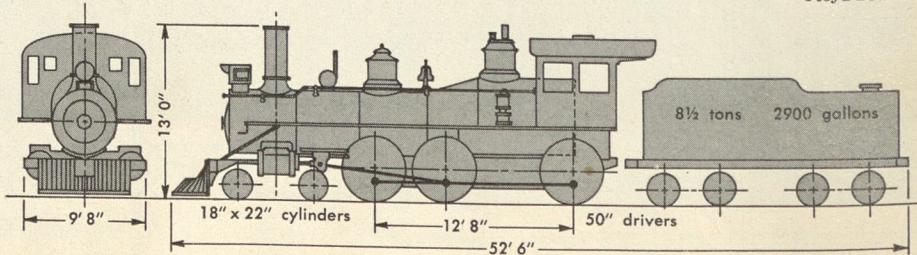
Built as the South & Western #1 by Baldwin in 1905 c/n 27048. To CC&O 2nd #1 in 1908, renoed #99. In 1953 became Black Mountain #3



Black Mountain #1. Reported as constructed at the P.R.R. Logansport Shops in 1882 and noed P.R.R. #543 (?). May have been purchased by the OR&C or the S&W but beame CC&O 2nd #5 in 1908. Sold to the Black Mountain as #1 in 1913. Foto made as Burnsville in 1941.



Floyd Bruner.



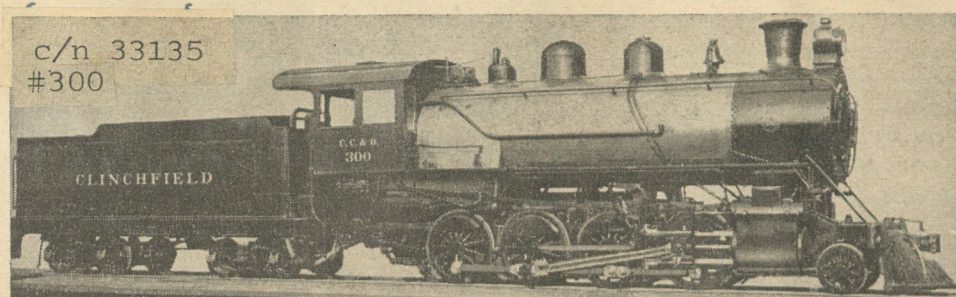
Cl	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



100-103

c/n 33060

Baldwin 1909

c/n 33135
#300

First of the H4 Consolidations is oldest jack on the Clinchfield roster

OKM



FELDSPAR PLANT, KONA, NORTH CAROLINA

Blt by Baldwin 1883, c/n 6709, as B.N.Y. & P. #41
to PRR #6281, to SI&E #504, to So. & Western #37,
to CC&O #37

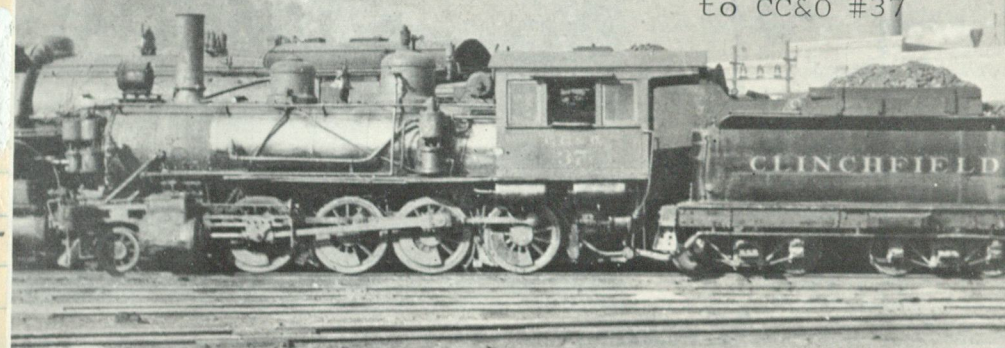
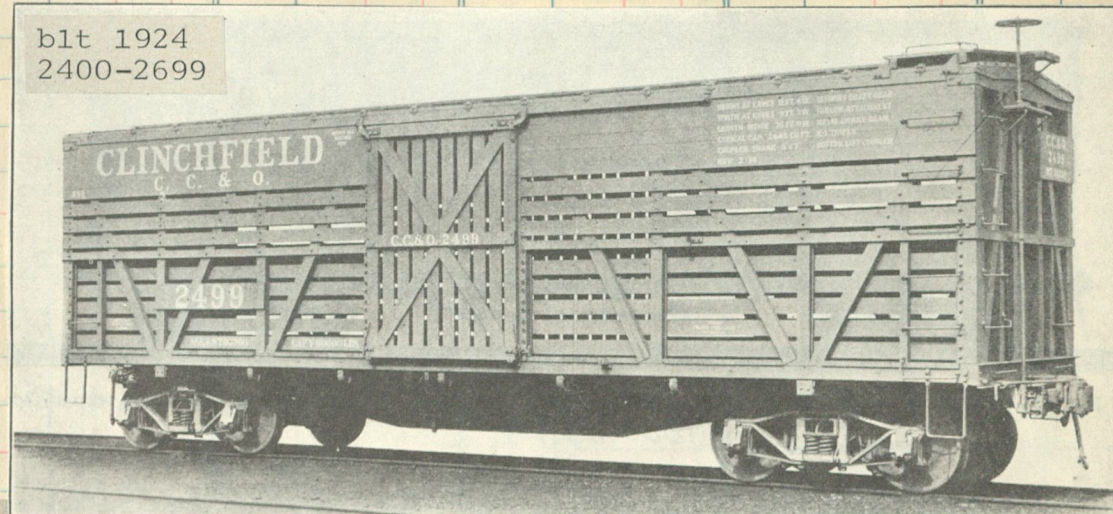
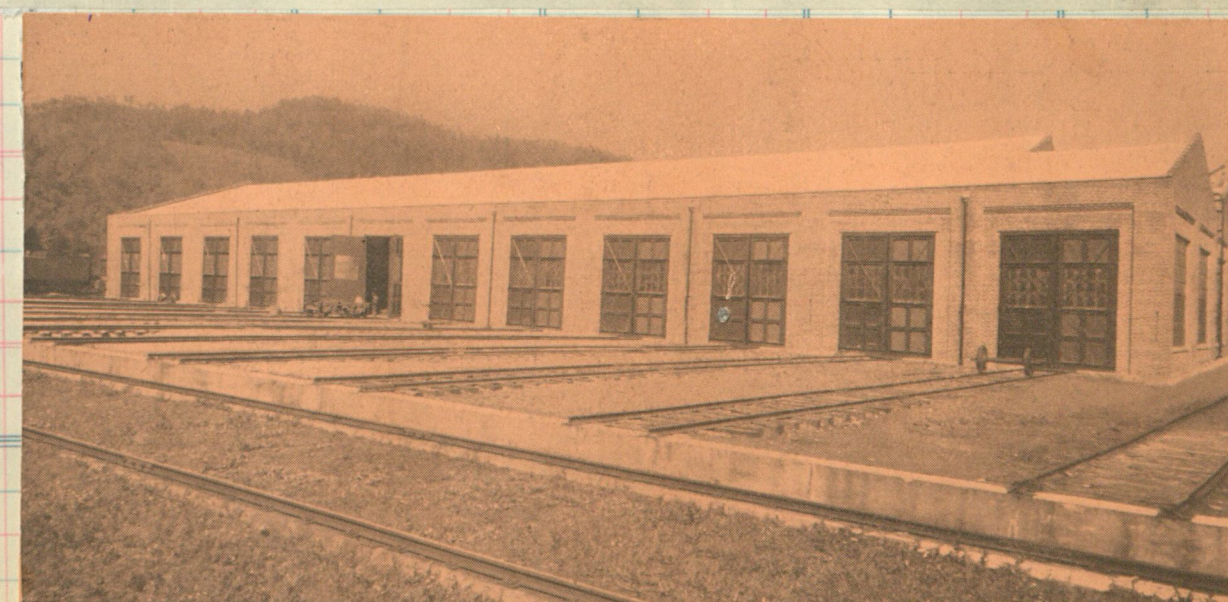
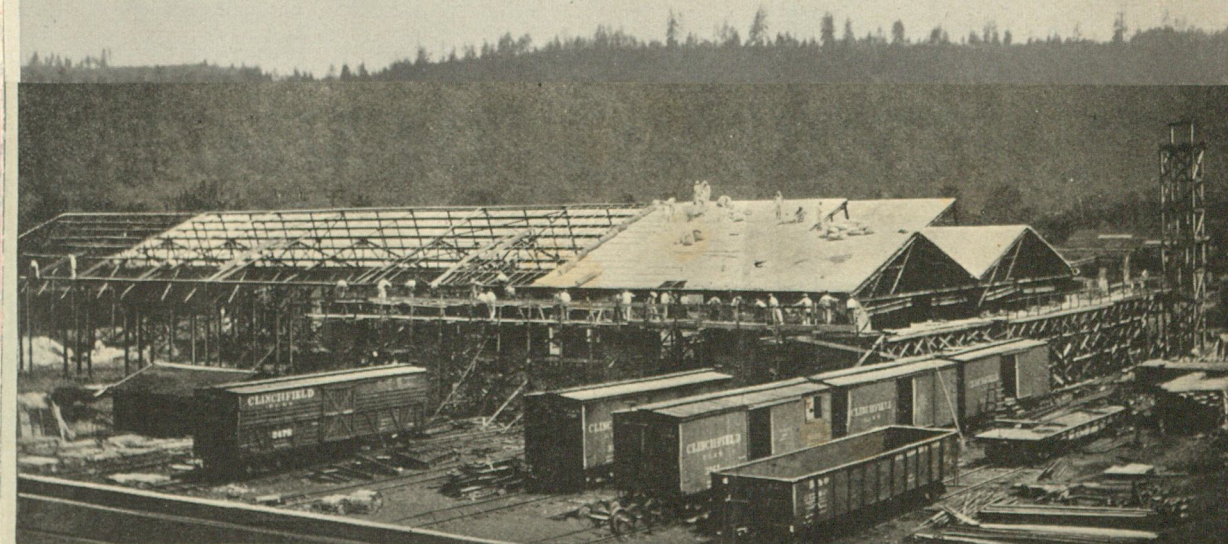
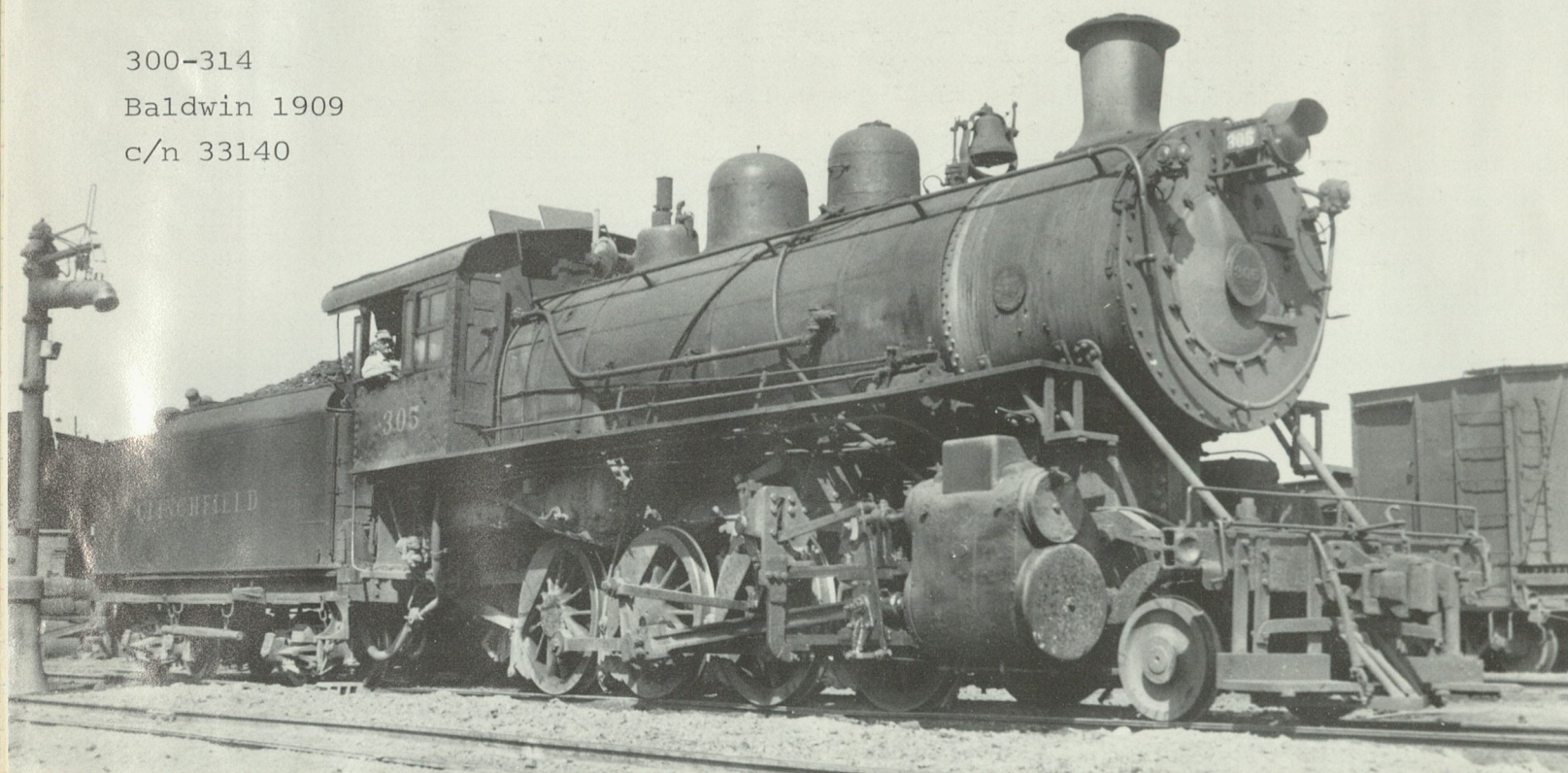
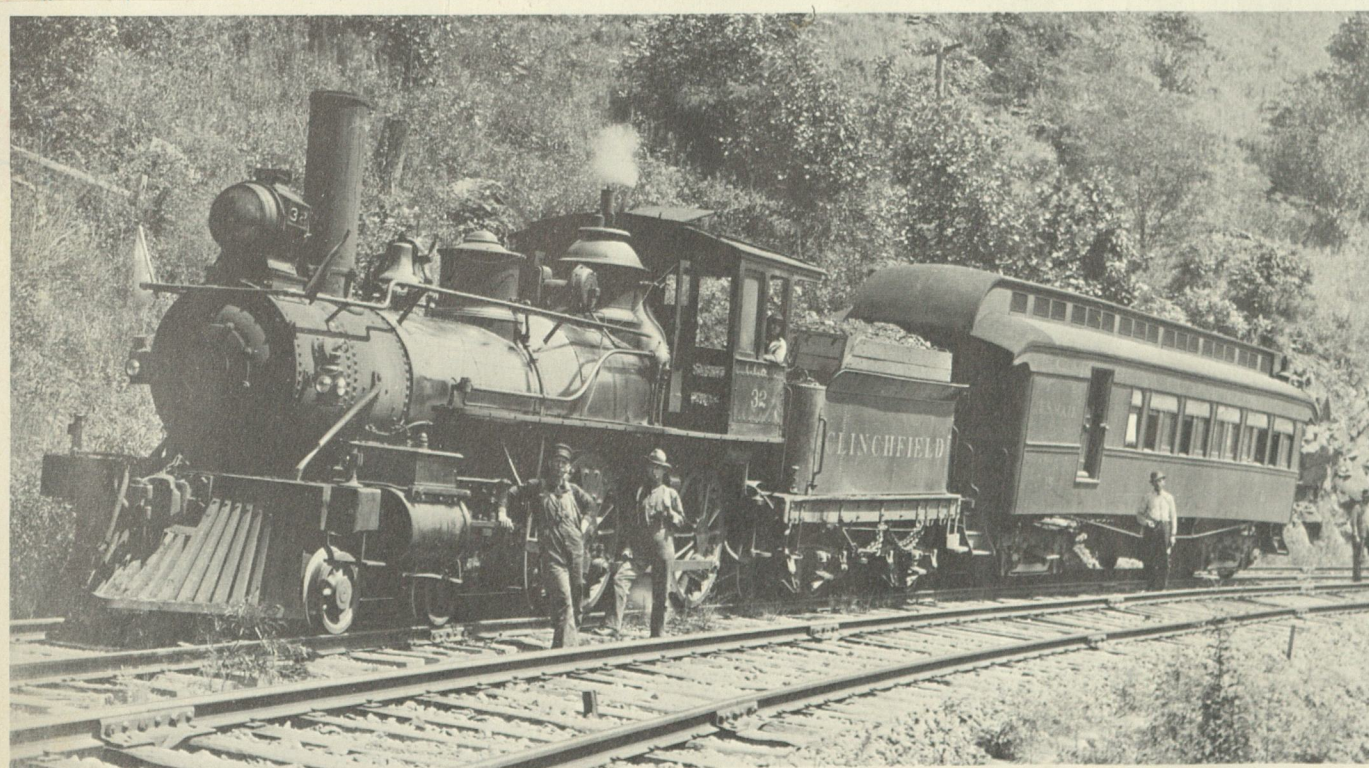
blt 1924
2400-2699

Fig. 44—Steel Underframe, 40-Ton Capacity Stock Car. Builder, Pressed Steel Car Company.

New coach & paint shop under construction at Erwin, Tn..1925

COACH, CARPENTER AND PAINT SHOP OF THE CLINCHFIELD RAILROAD COMPANY
ERWIN, TENNESSEE300-314
Baldwin 1909
c/n 33140

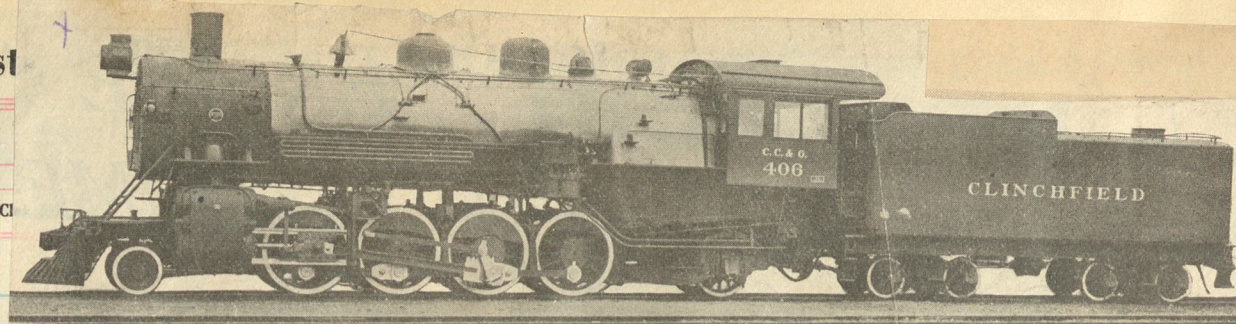
None of those fancy improvements for the 305. Outside relocating the
headlight and a footboard pilot she looks the same as when delivered
by the builder.



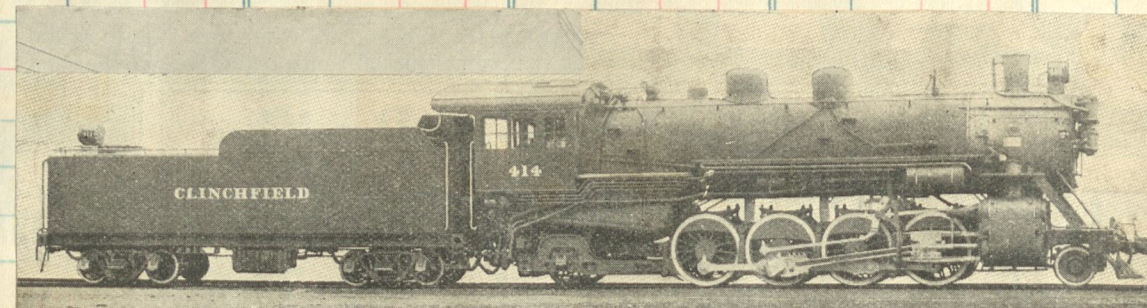
No positive history uncovered on #32. However, it is interesting to
note several similarities with B.M. #1 on the opposite page. From
appearances this might be another Logansport Shops engine. Compare
the makings of the sand and steam domes, form of the hand rails,
shape and base mount of the stack, style of the steam chests and the
cab. Also the pony trucks appear identical. [???



Q.C.C. COVERED HOPPER CAR 1941



400-408
Baldwin 1919
c/n 51524
To Ga. RR #502
in 1943

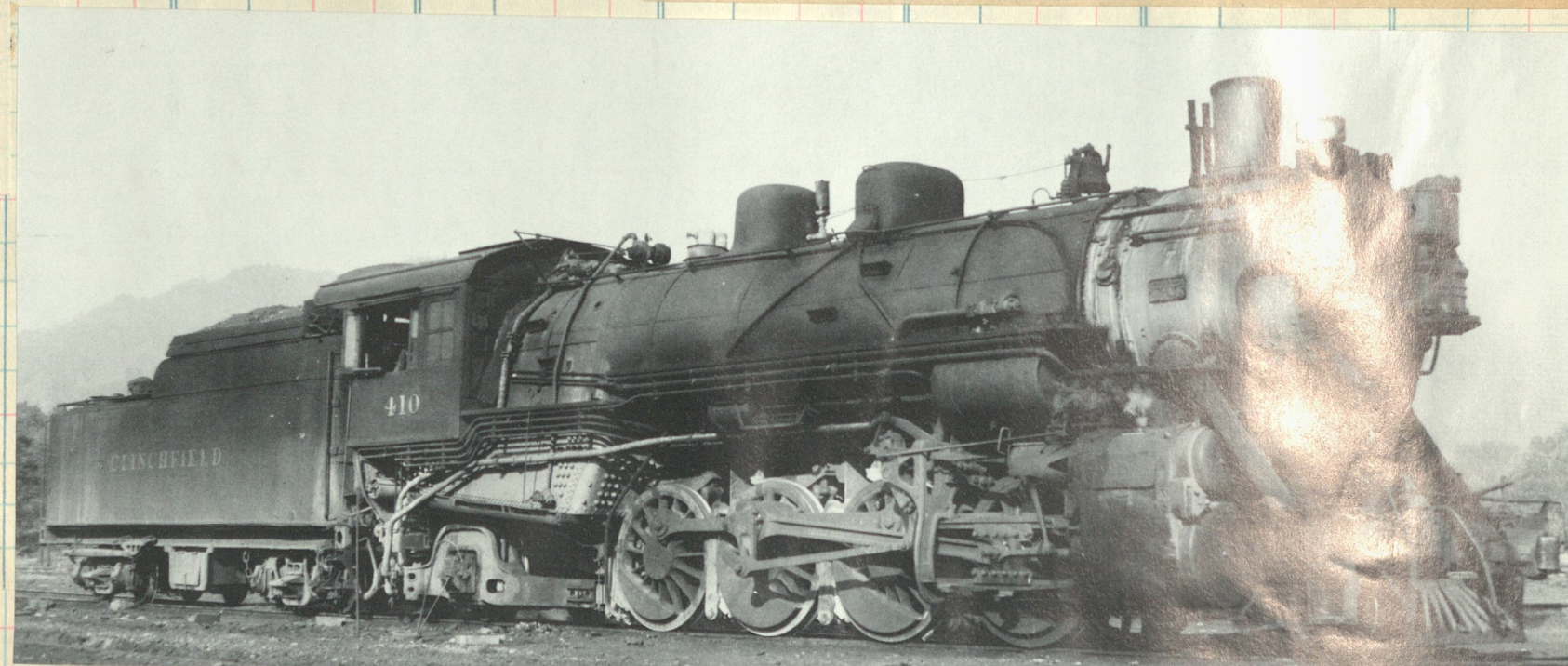


410-419
Brooks 1923
c/n 65035

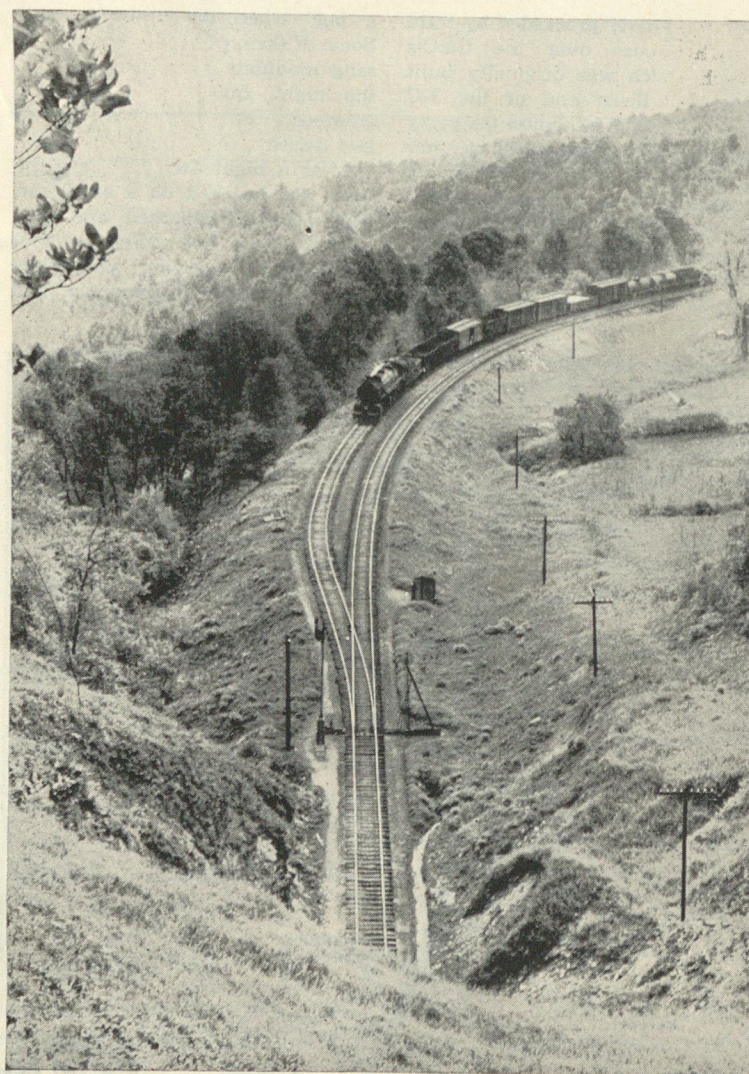
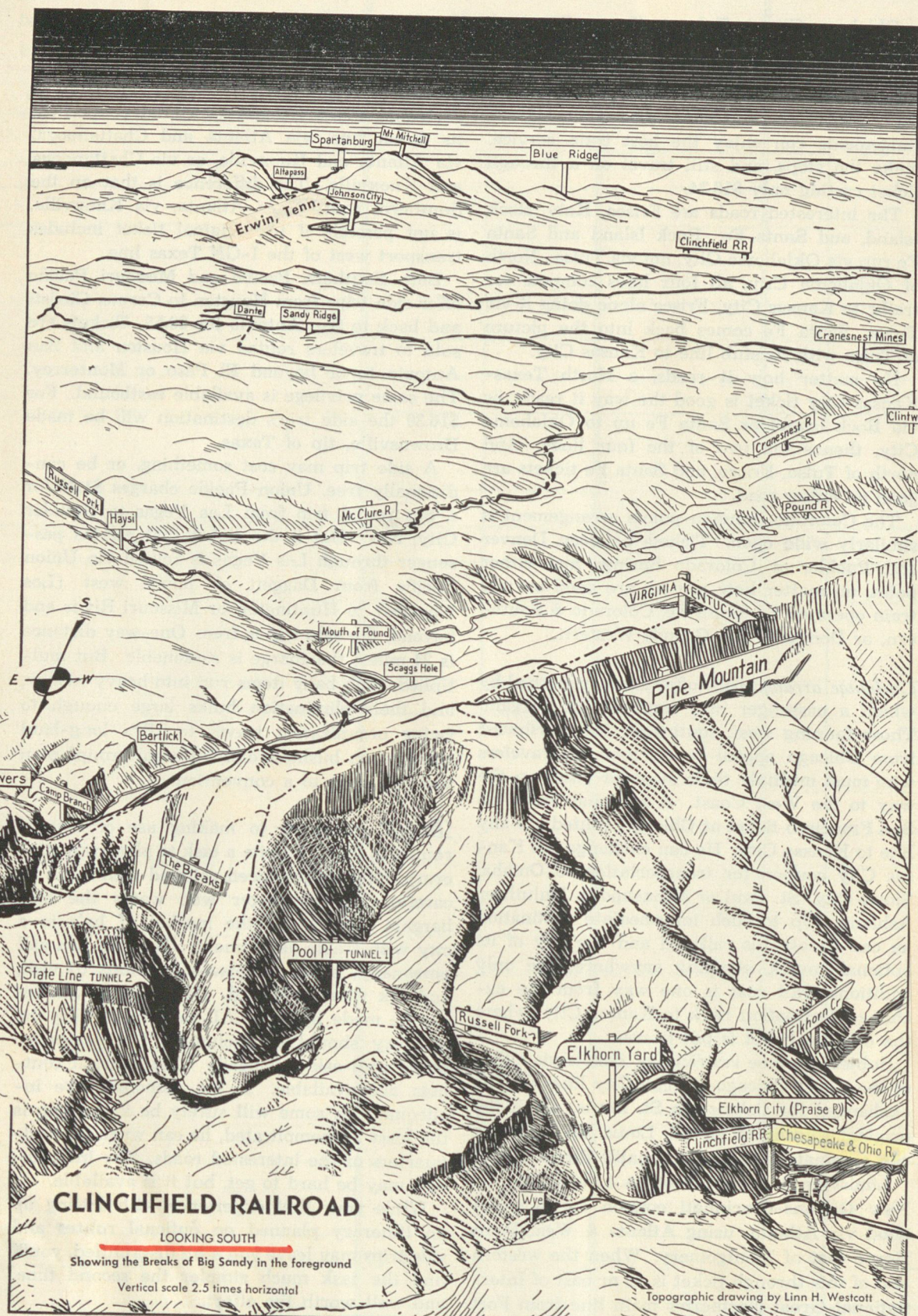
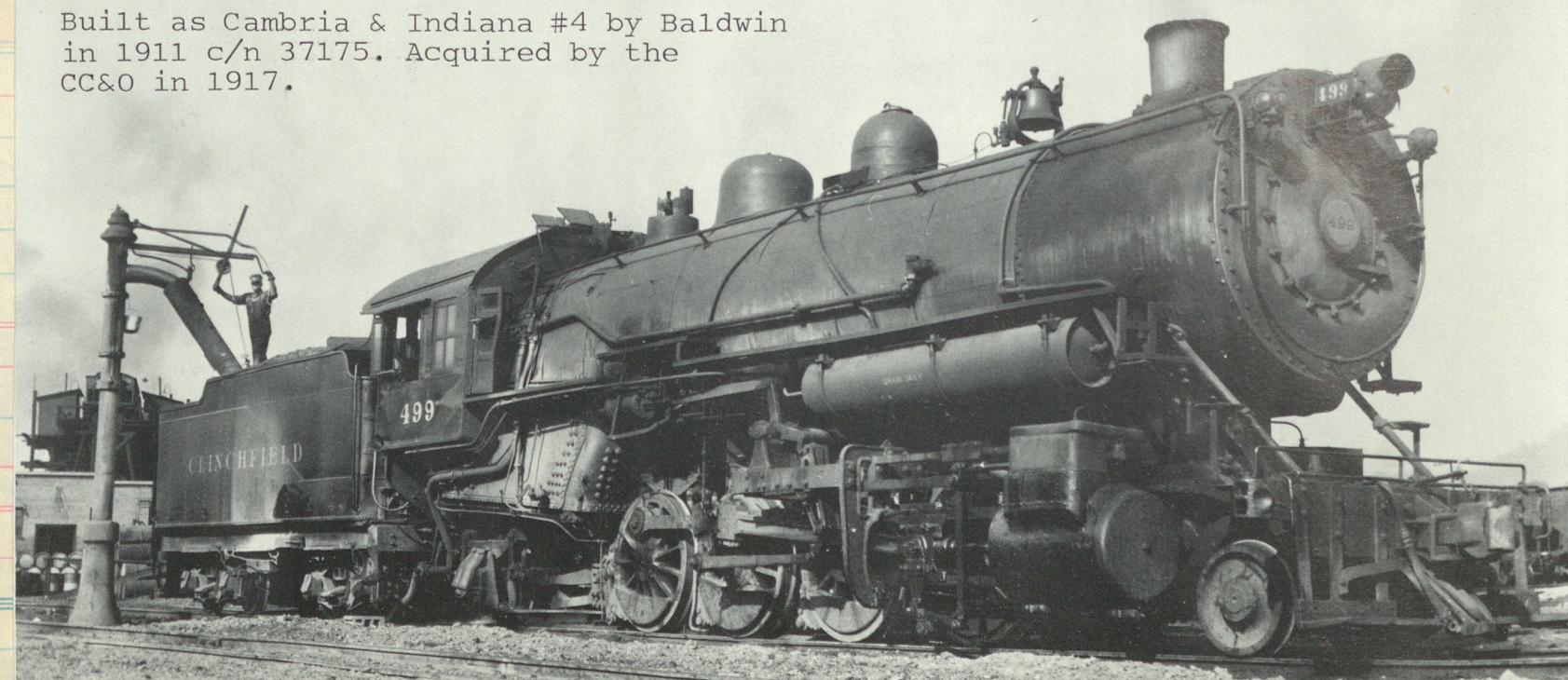
Crowning the Appalachians, the Clinchfield's 277-mile main between Elkhorn City, Ky. and Spartanburg, S.C. presents a stirring challenge to motive power. Dating from the turn of the century and built essentially as a coal hauler, the Carolina, Clinchfield & Ohio Railroad became increasingly a bridge route over the years. On-line coal assured heavy tonnage traffic, reflected in a roster that for many years favored drag power. The numerous stiff grades, in fact, left little option until new design trends made both speed and maximum power available in a single locomotive.



Mikes 411 and 419 lift a string of empty hoppers northbound out of Erwin.



Built as Cambria & Indiana #4 by Baldwin in 1911 c/n 37175. Acquired by the CC&O in 1917.

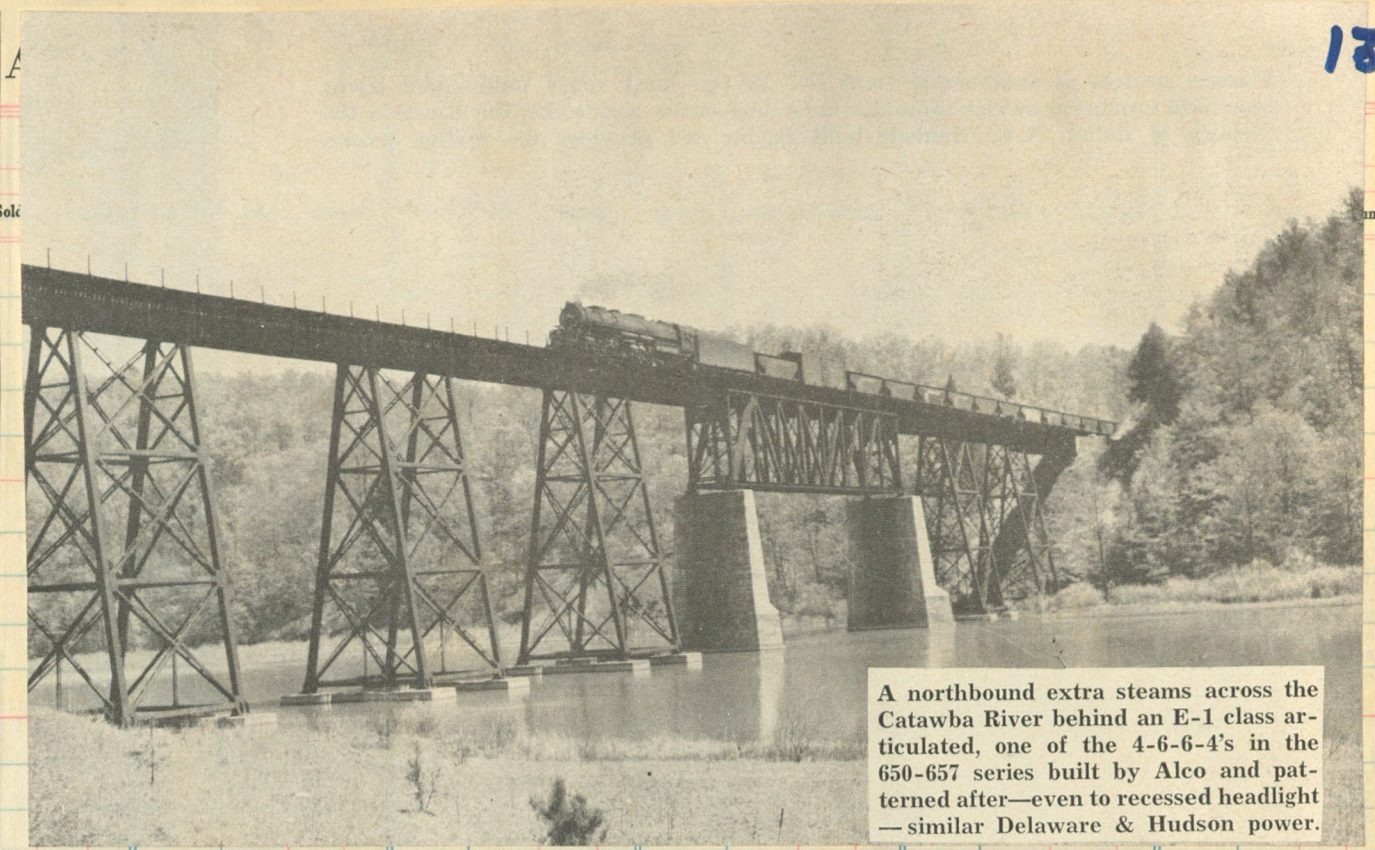


The Clinchfield is a tortuous railroad not only in the vicinity of the Breaks but elsewhere on the line as well. This photograph, taken from above a tunnel portal south of Altapass, N. C., about 175 miles south of the Breaks, is typical of the winding, climbing character of the road. The tunnel barely discernible in the distant mountainside is far below the railroad which curves away to the right along the Blue Ridge. The line reaches it by a long, devious route.

Clos. No. Sold Amount Clos.

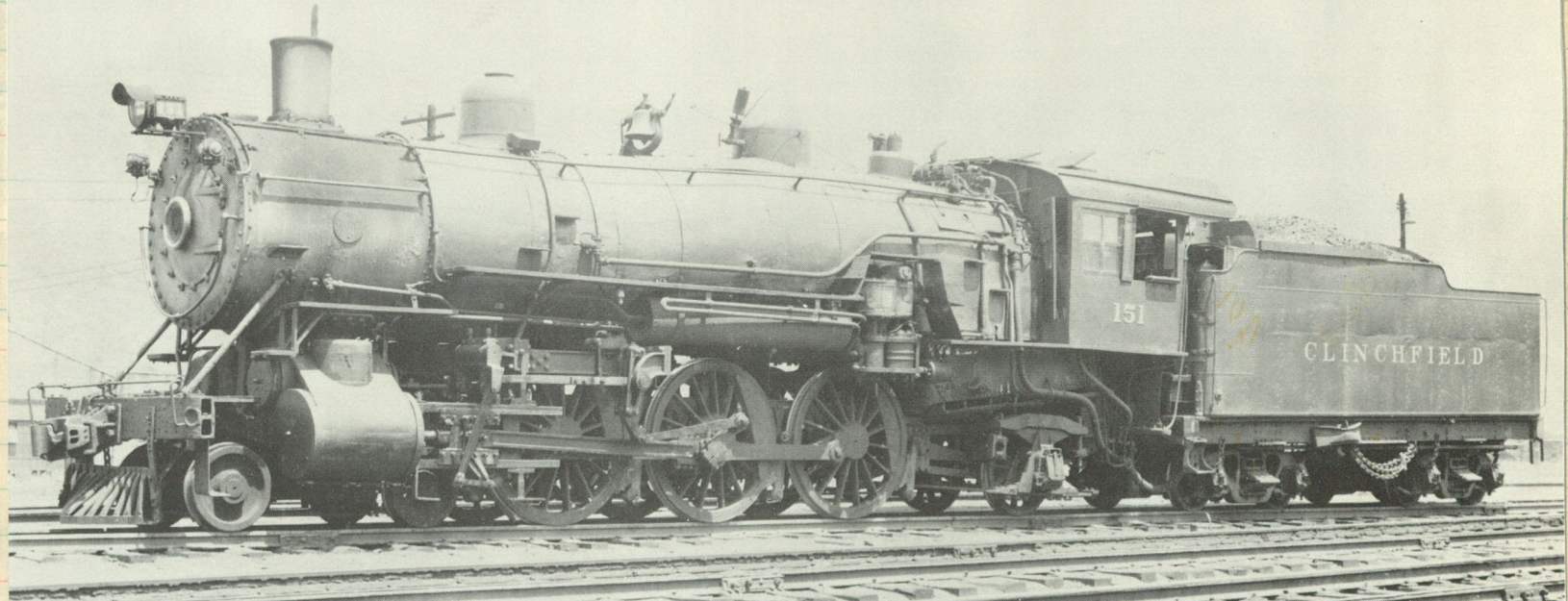


Working steam on the upgrade south out of Kingsport, Tenn., a Clinchfield 4-6-6-4 takes coal drag No. 16 into Kendrick Tunnel. The five-state Clinchfield originates half its traffic in soft coal. It also acts as a mountainous bridge route between South Carolina and Kentucky.

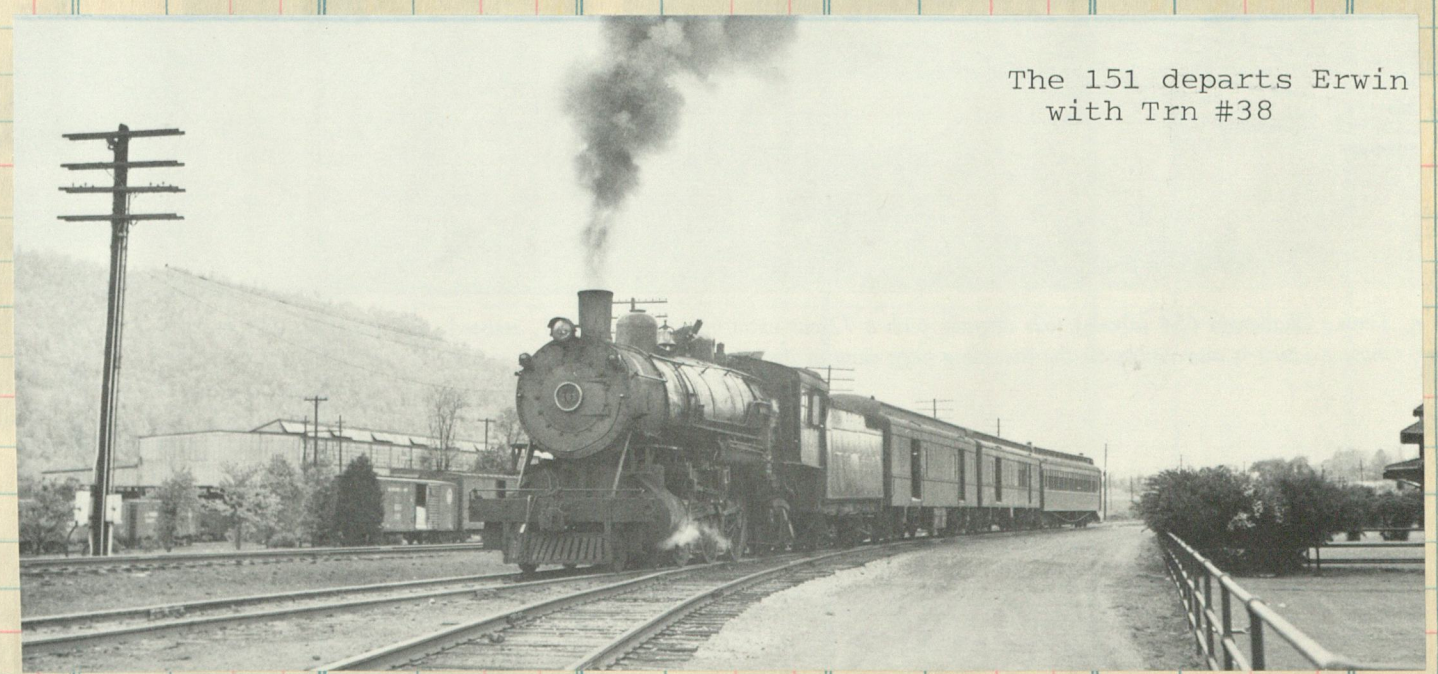


A northbound extra steams across the Catawba River behind an E-1 class articulated, one of the 4-6-6-4's in the 650-657 series built by Alco and patterned after—even to recessed headlight—similar Delaware & Hudson power.

This sturdy old gal handled the varnish for four decades. Baldwin built three, 150-152, in 1910. c/n 34809



The 151 departs Erwin with Trn #38



BETWEEN ELKHORN CITY, KY., AND ERWIN, TENN.									
SOUTHBOUND					EASTERN TIME				
STATIONS					NORTHBOUND				
38	Miles	Altitude	37	Daily	38	Miles	Altitude	37	Daily
AM			PM		AM			PM	
6:20	0	Lv. ELKHORN CITY, KY.	6:50		11:45	136	Lv. ERWIN, TENN.	12:55	
6:30	4	Lv. Domus, Va.	6:25		11:51	139	Lv. Chestoa, Tenn.	12:46	
		THE BREAKS OF THE BIG SANDY RIVER					NOLACHUCKY RIVER		
6:40	8	Lv. Bartlick, Va.	6:11		11:52	140	Lv. Unaka Springs, Tenn.	12:45	
6:42	10	Lv. Splashdam, Va.	6:10				THE GORGE		
6:50	11	Lv. Haysi, Va.	6:08		11:57	143	Lv. Lost Cove, N. C.	12:41	
		McCLURE FORK					TOE RIVER		
6:56	14	Lv. Delano, Va.	5:58		12:11	148	Lv. Poplar, N. C.	12:32	
6:58	15	Lv. Steinman, Va.	5:54		12:24	153	Lv. Hunt, N. C.	12:24	
7:02	17	Lv. Clinchco, Va.	5:52		12:29	156	Lv. Relier, N. C.	12:14	
7:08	21	Lv. Fremont, Va.	5:51		12:33	158	Lv. Webb, N. C.	12:10	
7:10	23	Lv. McClure, Va.	5:31		12:40	160	Lv. Green Mountain, N. C.	12:08	
7:20	24	Lv. Allen, Va.	5:30		12:49	164	Lv. Forbes, N. C.	11:57	
7:24	26	Lv. Nora, Va.	5:14		12:55	166	Lv. Toecane, N. C.	11:54	
7:30	29	Lv. Long Branch, Va.	5:16		1:00	169	Lv. Roses Branch, N. C.	11:47	
7:32	30	Lv. Wakenva, Va.	5:14		1:05	171	Lv. Bandana, N. C.	11:42	
7:38	32	Lv. Trammel, Va.	5:13		1:10	172	Lv. Lunday, N. C.	11:41	
		SANDY RIDGE TUNNEL, 8,200 FEET LONG			1:11	173	Lv. KONA, N. C.	11:31	
7:50	35	Lv. Dante, Va.	5:09				NORTH FORK RIVER		
7:52	37	Lv. Bonny Crest, Va.	4:58		1:15	175	Lv. Boonford, N. C.	11:29	
7:57	39	Lv. Hamlin, Va.	4:49		1:17	176	Lv. Cass, N. C.	11:28	
8:15	42	Lv. ST. PAUL, VA.	4:43		1:19	177	Lv. Wing, N. C.	11:27	
		CLINCH RIVER			1:28	179	Lv. Penland, N. C.	11:25	
8:22	46	Lv. Burtons Ford, Va.	4:17		1:32	183	Lv. Sprucepine, N. C.	11:18	
8:27	49	Lv. Carfax, Va.	4:12				NORTH FORK CATAWBA RIVER		
8:32	51	Lv. Bangor, Va.	4:07		1:45	187	Lv. Altapass, N. C.	11:08	
8:35	52	Lv. MILLER YARD, VA.	4:09				BLU RIDGE TUNNEL, 1,850 FEET LONG		
8:43	57	Lv. Dugannon, Va.	4:01		1:50	190	Lv. Switzerland, N. C.	10:55	
8:46	59	Lv. Hardwood, Va.	3:58				VIE WS OF MT. MITCHELL AND TABLE ROCK		
8:51	61	Lv. Wood, Va.	3:51		2:09	199	Lv. Loop, N. C.	10:45	
8:58	64	Lv. Ft. Blackmore, Va.	3:44		2:16	202	Lv. Ashford, N. C.	10:40	
9:05	68	Lv. Starnes, Va.	3:35		2:25	205	Lv. Avery, N. C.	10:35	
		CLINCH RIVER			2:28	207	Lv. North Cove, N. C.	10:26	
9:08	71	Lv. Hill, Va.	3:30		2:31	209	Lv. Sevier, N. C.	10:23	
9:13	74	Lv. Rye Cove, Va.	3:27				NORTH FORK CATAWBA RIVER		
9:25	77	Lv. Boulder, Va.	3:19		2:37	215	Lv. Hankins, N. C.	10:15	
		COPPER CREEK VIADUCT, 1,500 FEET LONG					CATAWBA RIVER		
9:31	80	Lv. SPEERS FERRY, VA.	3:12		2:45	218	Lv. MARION, N. C.	10:11	
9:35	81	Lv. Kermit, Va.	3:06		2:54	223	Lv. Glenwood, N. C.	10:03	
9:41	85	Lv. Wininger, Va.	3:02		3:00	227	Lv. Fero, N. C.	9:57	
9:45	87	Lv. Waycross, Tenn.	2:58		3:10	232	Lv. Thermal, N. C.	9:46	
9:50	90	Lv. Rotherwood, Tenn.	2:49				SECOND BROAD RIVER		
		NORTH FORK HOLSTON RIVER			3:15	235	Lv. Tate, N. C.	9:36	
9:53	92	Lv. Roller, Tenn.	2:43		3:20	240	Lv. Logan, N. C.	9:32	
10:05	93	Lv. Kingsport, Tenn.	2:46		3:30	245	Lv. Bostic Yard, N. C.	9:23	
10:06	95	Lv. Edgewood, Tenn.	2:34		3:31	246	Lv. BOSTIC, N. C.	9:22	
		SOUTH FORK HOLSTON RIVER					SECOND BROAD RIVER		
10:11	97	Lv. Pactolus, Tenn.	2:28		3:35	247	Lv. Forest City, N. C.	9:19	
10:16	99	Lv. Hemlock, Tenn.	2:27		3:46	254	Lv. Harris, N. C.	9:06	
10:23	103	Lv. Fordtown, Tenn.	2:21				BROAD RIVER		
10:26	105	Lv. Kitzmiller, Tenn.	2:17		3:52	259	Lv. Brice, N. C.	9:01	
10:30	107	Lv. Gray, Tenn.	2:14		3:57	261	Lv. Chesnee, S. C.	8:56	
10:36	111	Lv. Boone, Tenn.	2:07		4:05	266	Lv. Mayo, S. C.	8:47	
		BOONE CREEK VIADUCT					PACOLET RIVER		
10:39	114	Lv. Indian Ridge, Tenn.	1:57		4:12	271	Lv. Enola, S. C.	8:32	
10:55	120	Ar. JOHNSON	1:50		4:17	275	Lv. Lawson, S. C.	8:30	
11:05	120	Lv. CITY (E. T.)	1:35		4:35	277	Ar. SPARTANBURG, S. C.	8:30	
9:55	120	Ar. JOHNSON	12:50				(Union Station)		
10:05	120	Lv. CITY (C. T.)	12:35						
11:12	124	Lv. Okolona, Tenn.	1:28						
11:16	127	Lv. Marbleton, Tenn.	1:22						
11:23	130	Lv. Unicoi, Tenn.	1:16						
11:27	133	Lv. Fishery, Tenn.	1:09						
11:35	136	Ar. ERWIN, TENN.	1:05						

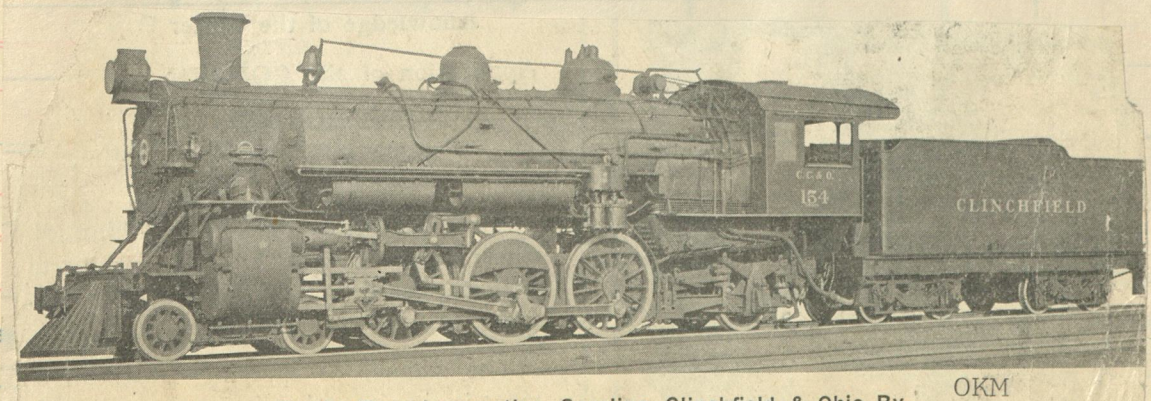
BETWEEN ERWIN, TENN., AND SPARTANBURG, S. C.									
SOUTHBOUND					EASTERN TIME				
STATIONS					NORTHBOUND				
38	Miles	Altitude	37	Daily	38	Miles	Altitude	37	Daily
AM			PM		AM			PM	
11:45	136	Lv. ERWIN, TENN.	12:55		11:45	136	Lv. ERWIN, TENN.	12:55	
11:51	139	Lv. Chestoa, Tenn.	12:46		11:51	139	Lv. Chestoa, Tenn.	12:46	
		NOLACHUCKY RIVER					NOLACHUCKY RIVER		
11:52	140	Lv. Unaka Springs, Tenn.	12:45		11:52	140	Lv. Unaka Springs, Tenn.	12:45	
		THE GORGE					THE GORGE		
11:57	143	Lv. Lost Cove, N. C.	12:41		11:57	143	Lv. Lost Cove, N. C.	12:41	
		TOE RIVER					TOE RIVER		
12:11	148	Lv. Poplar, N. C.	12:32		12:11	148	Lv. Poplar, N. C.	12:32	
12:24	153	Lv. Hunt, N. C.	12:24		12:24	153	Lv. Hunt, N. C.	12:24	
12:29	156	Lv. Relier, N. C.	12:14		12:29	156	Lv. Relier, N. C.	12:14	
12:33	158	Lv. Webb, N. C.	12:10		12:33	158	Lv. Webb, N. C.	12:10	
12:40	160	Lv. Green Mountain, N. C.	12:08		12:40	160	Lv. Green Mountain, N. C.	12:08	
12:49	164	Lv. Forbes, N. C.	11:57		12:49	164	Lv. Forbes, N. C.	11:57	
12:55	166	Lv. Toecane, N. C.	11:54		12:55	166	Lv. Toecane, N. C.	11:54	
1:00	169	Lv. Roses Branch, N. C.	11:47		1:00	169	Lv. Roses Branch, N. C.	11:47	
1:05	171	Lv. Bandana, N. C.	11:42		1:05	171	Lv. Bandana, N. C.	11:42	
1:10	172	Lv. Lunday, N. C.	11:41		1:10	172	Lv. Lunday, N. C.	11:41	
1:11	173	Lv. KONA, N. C.	11:31		1:11	173	Lv. KONA, N. C.	11:31	
		NORTH FORK RIVER					NORTH FORK RIVER		
1:15	175	Lv. Boonford, N. C.	11:29		1:15	175	Lv. Boonford, N. C.	11:29	
1:17	176	Lv. Cass, N. C.	11:28		1:17	176	Lv. Cass, N. C.	11:28	
1:19	177	Lv. Wing, N. C.	11:27		1:19	177	Lv. Wing, N. C.	11:27	
1:28	179	Lv. Penland, N. C.	11:25		1:28	179	Lv. Penland, N. C.	11:25	
1:32	183	Lv. Sprucepine, N. C.	11:18		1:32	183	Lv. Sprucepine, N. C.	11:18	
		NORTH FORK CATAWBA RIVER					NORTH FORK CATAWBA RIVER		
1:45	187	Lv. Altapass, N. C.	11:08		1:45	187	Lv. Altapass, N. C.	11:08	
		BLU RIDGE TUNNEL, 1,850 FEET LONG					BLU RIDGE TUNNEL, 1,850 FEET LONG		
1:50	190	Lv. Switzerland, N. C.	10:55		1:50	190	Lv. Switzerland, N. C.	10:55	
		VIE WS OF MT. MITCHELL AND TABLE ROCK					VIE WS OF MT. MITCHELL AND TABLE ROCK		
2:09	199	Lv. Loop, N. C.	10:45		2:09	199	Lv. Loop, N. C.	10:45	
2:16	202	Lv. Ashford, N. C.	10:40		2:16	202	Lv. Ashford, N. C.	10:40	
2:25	205	Lv. Avery, N. C.	10:35		2:25	205	Lv. Avery, N. C.	10:35	
2:28	207	Lv. North Cove, N. C.	10:26		2:28	207	Lv. North Cove, N. C.	10:26	
2:31	209	Lv. Sevier, N. C.	10:23		2:31	209	Lv. Sevier, N. C.	10:23	
		NORTH FORK CATAWBA RIVER					NORTH FORK CATAWBA RIVER		
2:37	215	Lv. Hankins, N. C.	10:15		2:37	215	Lv. Hankins, N. C.	10:15	
		CATAWBA RIVER					CATAWBA RIVER		
2:45	218	Lv. MARION, N. C.	10:11		2:45	218	Lv. MARION, N. C.	10:11	
2:54	223	Lv. Glenwood, N. C.	10:03		2:54	223	Lv. Glenwood, N. C.	10:03	
3:00	227	Lv. Fero, N. C.	9:57		3:00	227	Lv. Fero, N. C.	9:57	
3:10	232	Lv. Thermal, N. C.	9:46		3:10	232	Lv. Thermal, N. C.	9:46	
		SECOND BROAD RIVER					SECOND BROAD RIVER		
3:15	235	Lv. Tate, N. C.	9:36		3:15	235	Lv. Tate, N. C.	9:36	
3:20	240	Lv. Logan, N. C.	9:32		3:20	240	Lv. Logan, N. C.	9:32	
3:30	245	Lv. Bostic Yard, N. C.	9:23		3:30	245	Lv. Bostic Yard, N. C.	9:23	
3:31	246	Lv. BOSTIC, N. C.	9:22		3:31	246	Lv. BOSTIC, N. C.	9:22	
		SECOND BROAD RIVER					SECOND BROAD RIVER		
3:35	247	Lv. Forest City, N. C.	9:19		3:35	247	Lv. Forest City, N. C.	9:19	
3:46	254	Lv. Harris, N. C.	9:06		3:46	254	Lv. Harris, N. C.	9:06	
		BROAD RIVER					BROAD RIVER		
3:52	259	Lv. Brice, N. C.	9:01		3:52	259	Lv. Brice, N. C.	9:01	
3:57	261	Lv. Chesnee, S. C.	8:56		3:57	261	Lv. Chesnee, S. C.	8:56	
4:05	266	Lv. Mayo, S. C.	8:47		4:05	266	Lv. Mayo, S. C.	8:47	
		PACOLET RIVER					PACOLET RIVER		
4:12	271	Lv. Enola, S. C.	8:32		4:12	271	Lv. Enola, S. C.	8:32	
4:17	275	Lv. Lawson, S. C.	8:30		4:17	275	Lv. Lawson, S. C.	8:30	
4:35	277	Ar. SPARTANBURG, S. C.	8:30		4:35	277	Ar. SPARTANBURG, S. C.	8:30	
		(Union Station)					(Union Station)		

*Agency Station. fFlag Stop. Light figures A. M. Dark figures P. M.

CLINCHFIELD trains make connections with trains for Washington and New York at Johnson City, Tenn., and with trains for Florida points at Spartanburg, S. C.

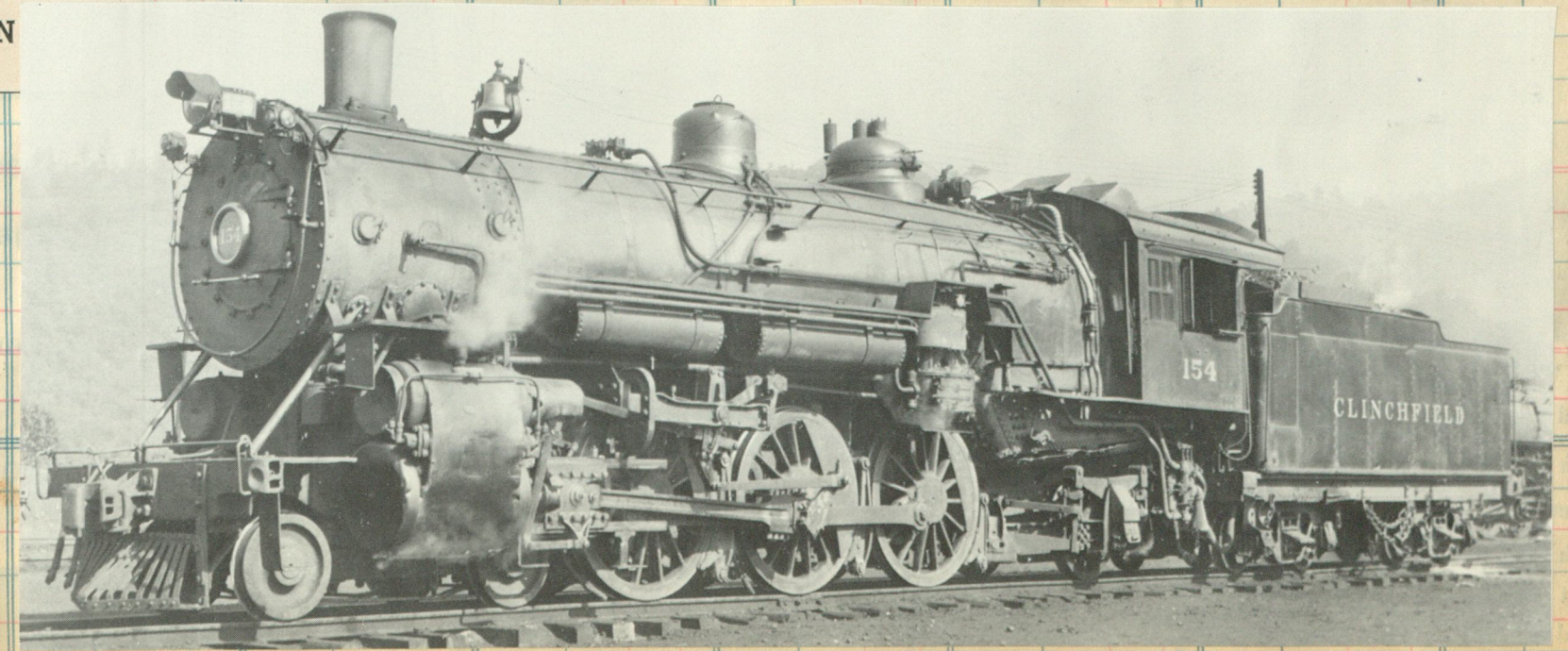
TRAVEL CHEAPER BY TRAIN
10/1-1941

1 1/2¢ For one-way tickets in coaches between all points on CLINCHFIELD and to points on most of the railroads in the Southeast.
PER MILE
10% REDUCTION ON ROUND-TRIP TICKETS
Good Returning within 15 Days
Federal Tax 5%—Not Included



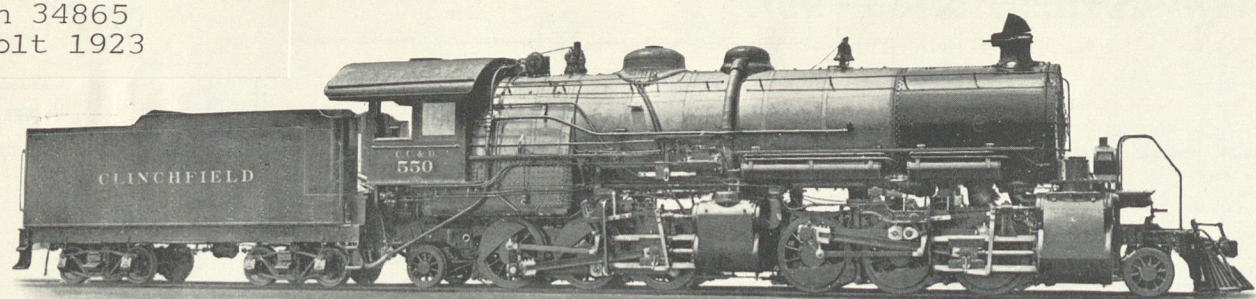
Pacific Type Locomotive, Carolina, Clinchfield & Ohio Ry. OKM

Two 4-6-2's were delivered by Baldwin (153-154) in 1914. The 154, c/n 41680, was the last passenger engine to be rec'd by the CC.& O.



550-559 B1t 1910
c/n 34865
Reb1t 1923

THE BALDWIN LOCOMOTIVE WORKS



Carolina, Clinchfield & Ohio Railway

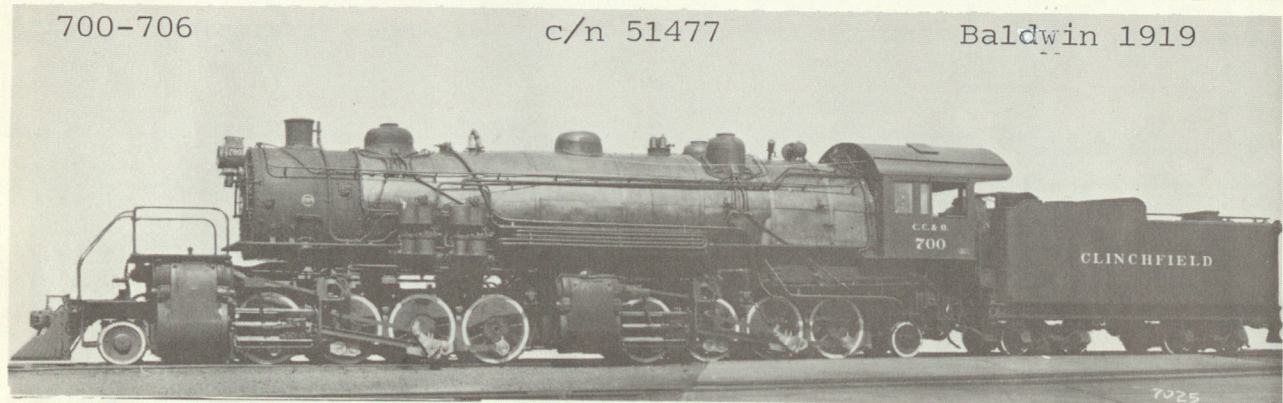
On the Carolina, Clinchfield and Ohio Railway, the principal traffic is coal, and the maximum grade against the movement of loaded trains is five-tenths of one per cent. Under these conditions heavy tonnage trains can be economically handled at moderate speeds, and Mallet locomotives can be used to advantage. An experimental locomotive of the 2-6-6-2 type was placed in service in 1909, and in consequence of its successful performance, ten additional locomotives of somewhat greater capacity were subsequently built. One of these is illustrated

above. This locomotive exerts a tractive force of 77,500 pounds. The boiler is of the usual type, without a separable joint or feed-water heater. A Baldwin reheater is placed in the smokebox, and the general arrangement of the steam piping is similar to that shown on page 7. The steam distribution to all the cylinders is controlled by fifteen-inch piston valves. The high-pressure valves are arranged for inside admission and the low-pressure for outside admission; all four being duplicates of each other.

700-706

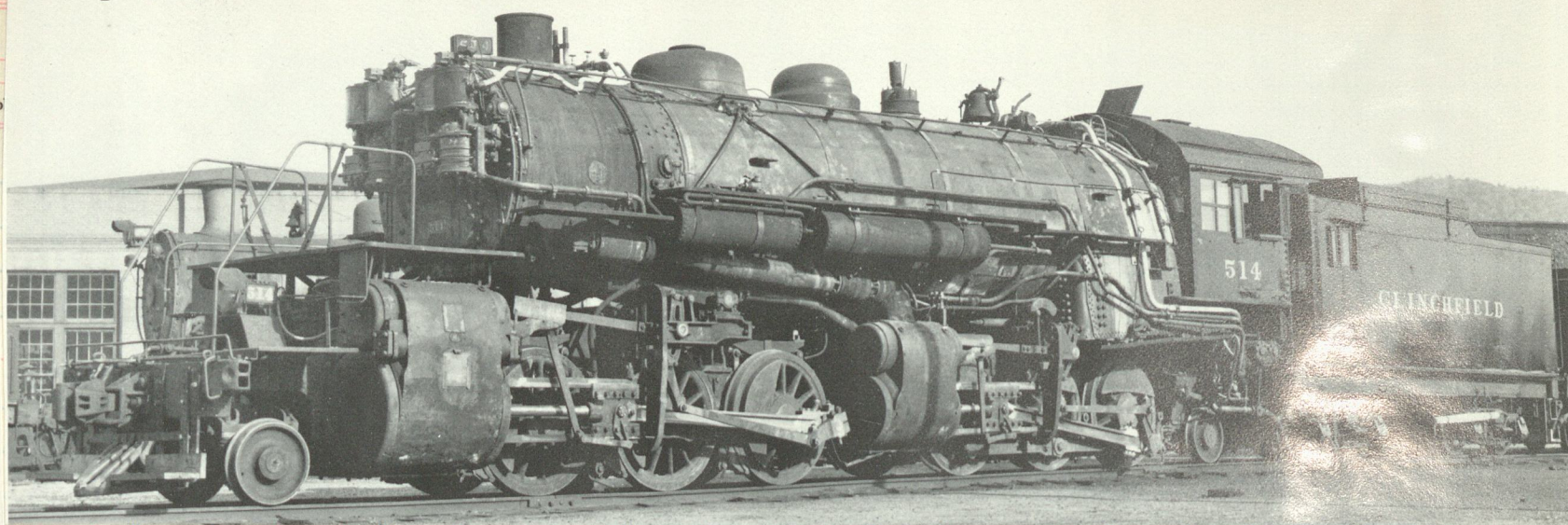
c/n 51477

Baldwin 1919



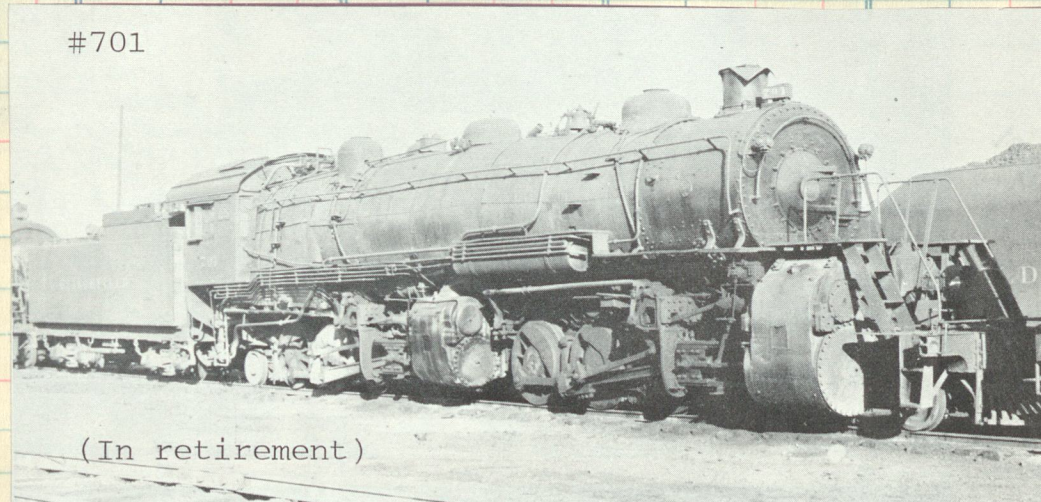
Clinchfield #700, 1919, 2-8-8-2 type.

Org #554



In 1923 the 550-559 were sent up to Eddystone for rebuilding and at that time renumbered 510-519

#701

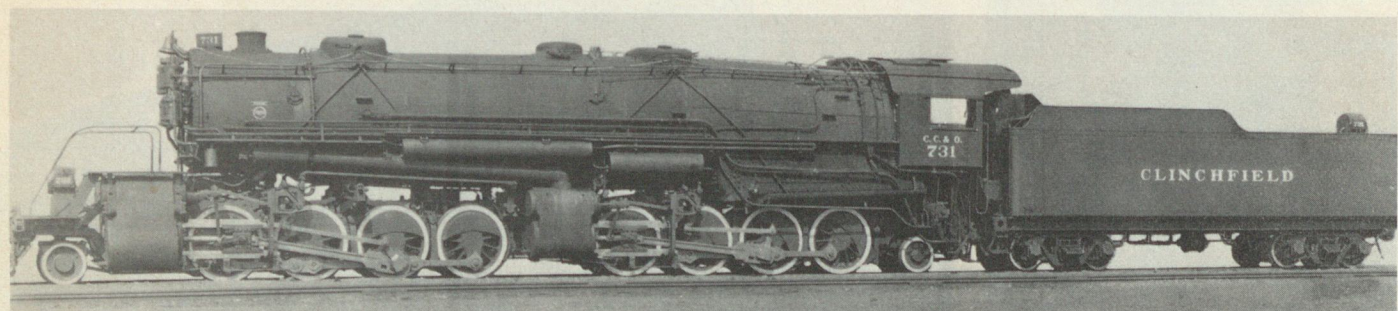
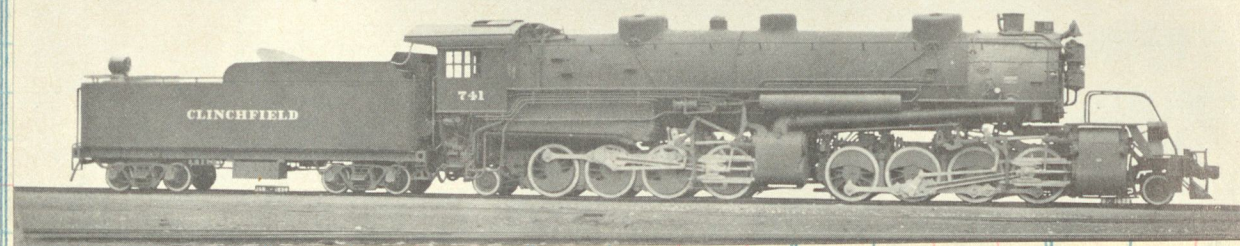


(In retirement)

735-744

c/n 65047

Brooks 1924



Collection of H. L. Broadbelt.

Fig. 140—U. S. R. A. Standard 2-8-8-2 Mallet Compound Articulated Locomotive for Freight Service.

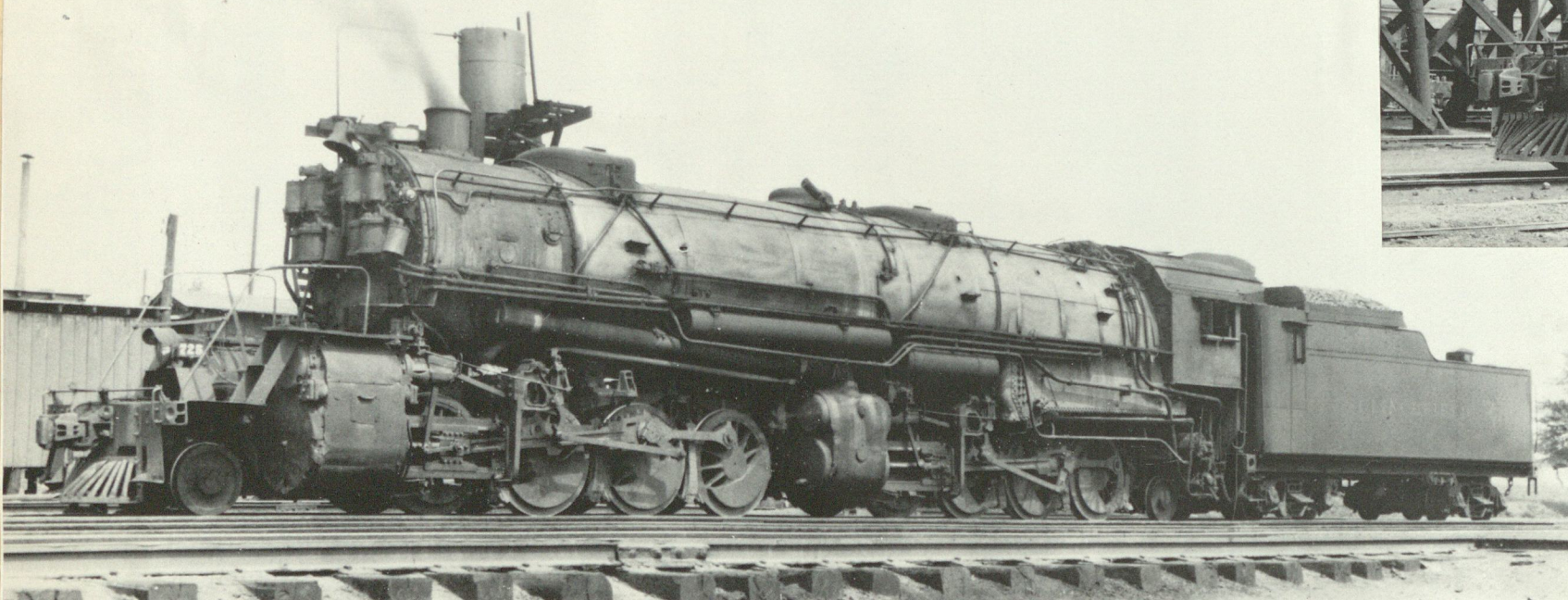
725-734

c/n 52349

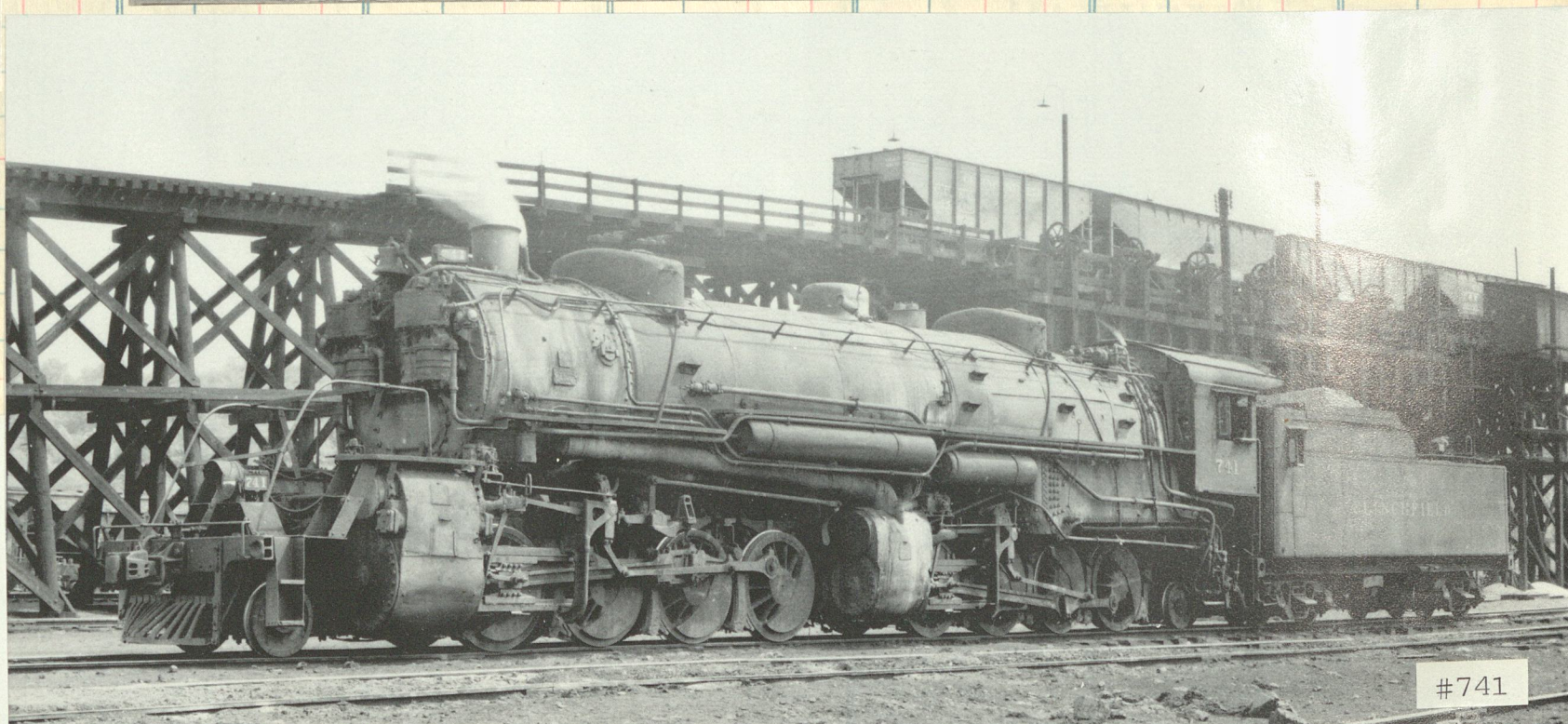
Baldwin 1919

Cylinders, diameter and stroke	25 in. and 39 in. x 32 in.	Driving wheel base, each	15 ft. 9 in.
Tractive force, A. R. A.	101,480 lb.	Total engine wheel base	58 ft. 0 in.
Drivers, diameter	57 in.	Fuel	Soft coal
Weight on drivers	478,000 lb.	Grate area	96.3 sq. ft.
Weight on front truck	28,000 lb.	Steam pressure	240 lb.
Weight on trailing truck	25,000 lb.	Evaporative heating surface	6,120 sq. ft.
Total weight of engine	531,000 lb.	Superheating surface	1,475 sq. ft.
Weight of tender	214,000 lb.	Tender capacity	12,000 gal., 16 tons

#725

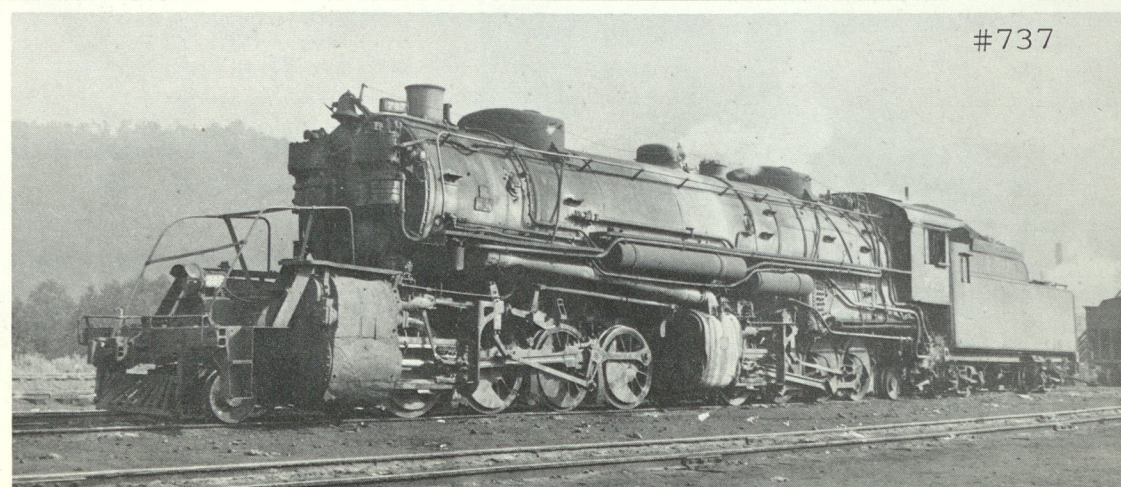


Note the small opening in the upper forward end of the tender. This was a 'cubbyhole' space provided for the head end brakeman.



#741

#737

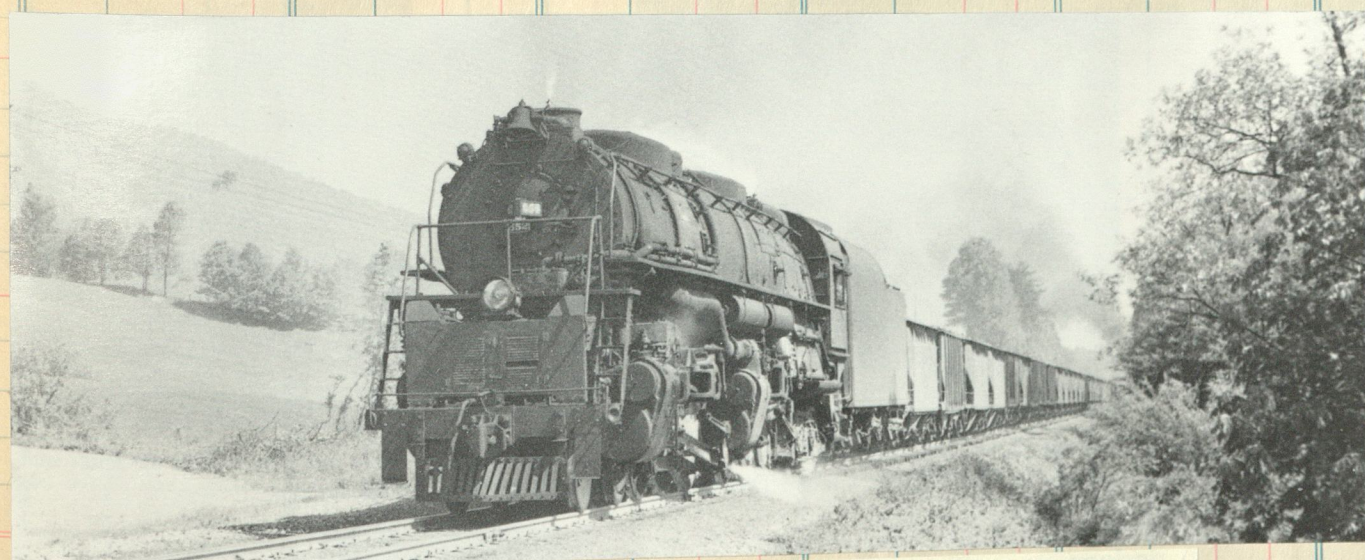
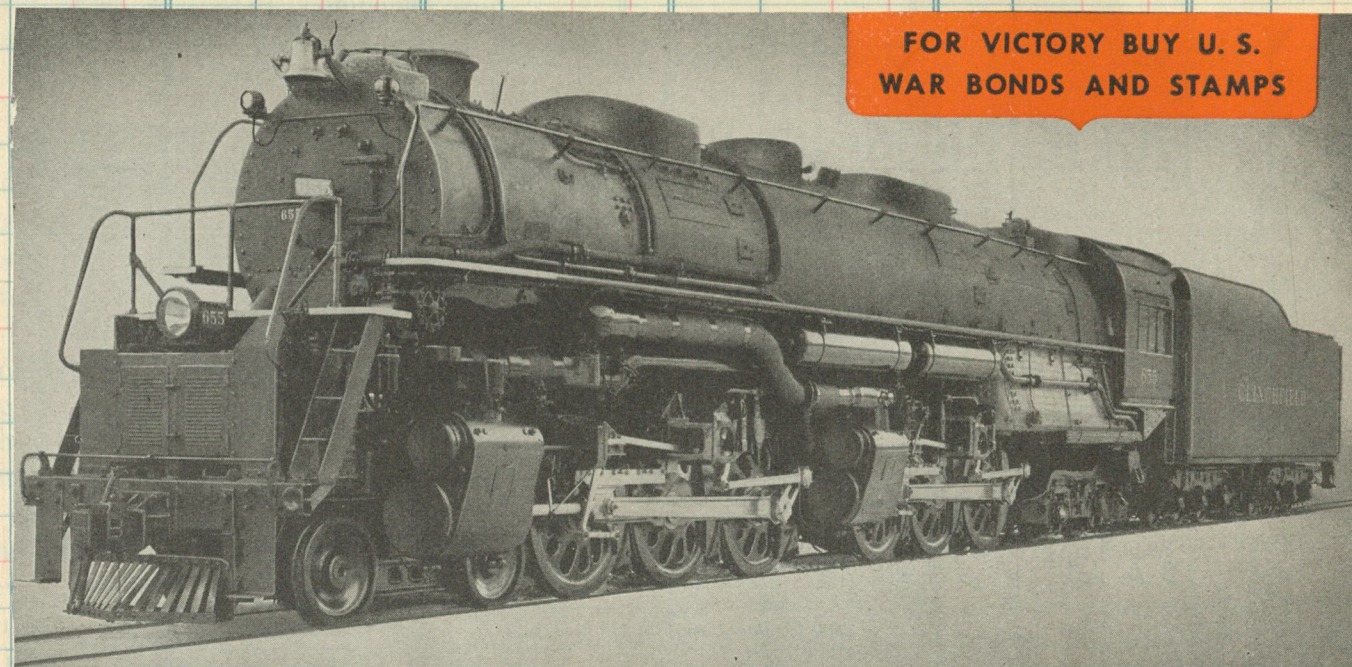
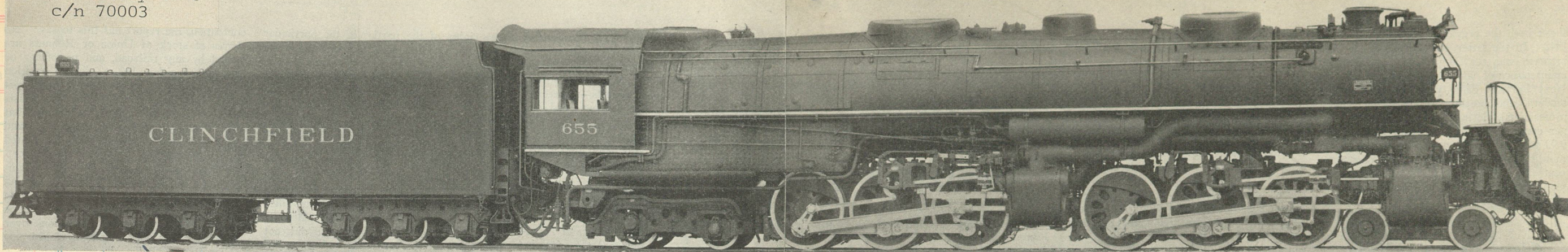


650-657
Schenectady 1943
c/n 70003

Clos. No. Sold

Amount

137



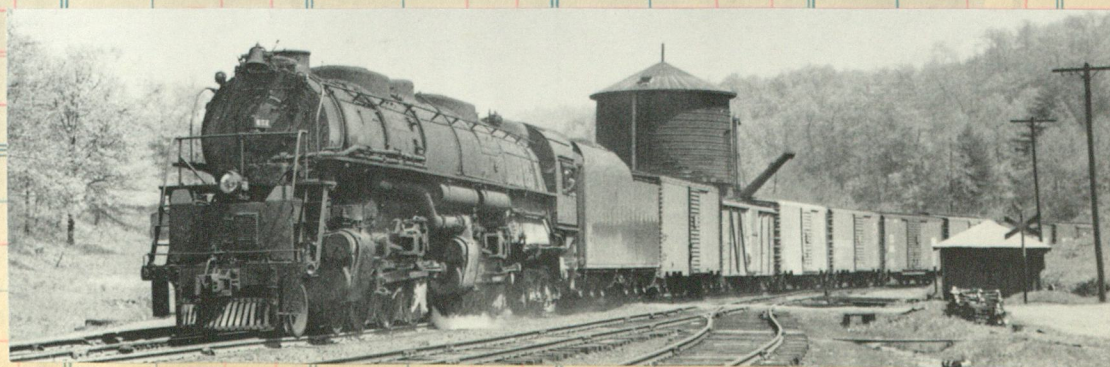
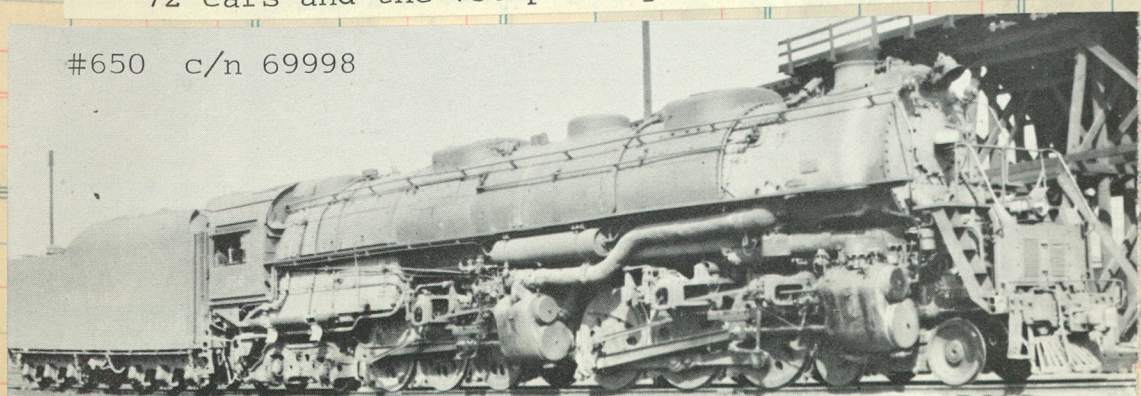
Climbing the hill near Marbleton, Tn. The 652 with 72 cars and the 730 pushing.



Engine 652 guides Train 22, a southbound coal drag, across the Catawba River bridge above Marion, N.C. in 1949 after descending from the famed Blue Ridge loops.

Wayne R. Brumbaugh

#650 c/n 69998



Eng #653 made the last run for steam April 17, 1954

The 654 comes over the summit at Altapass, N.C. (elv 2629 ft) with Trn #93

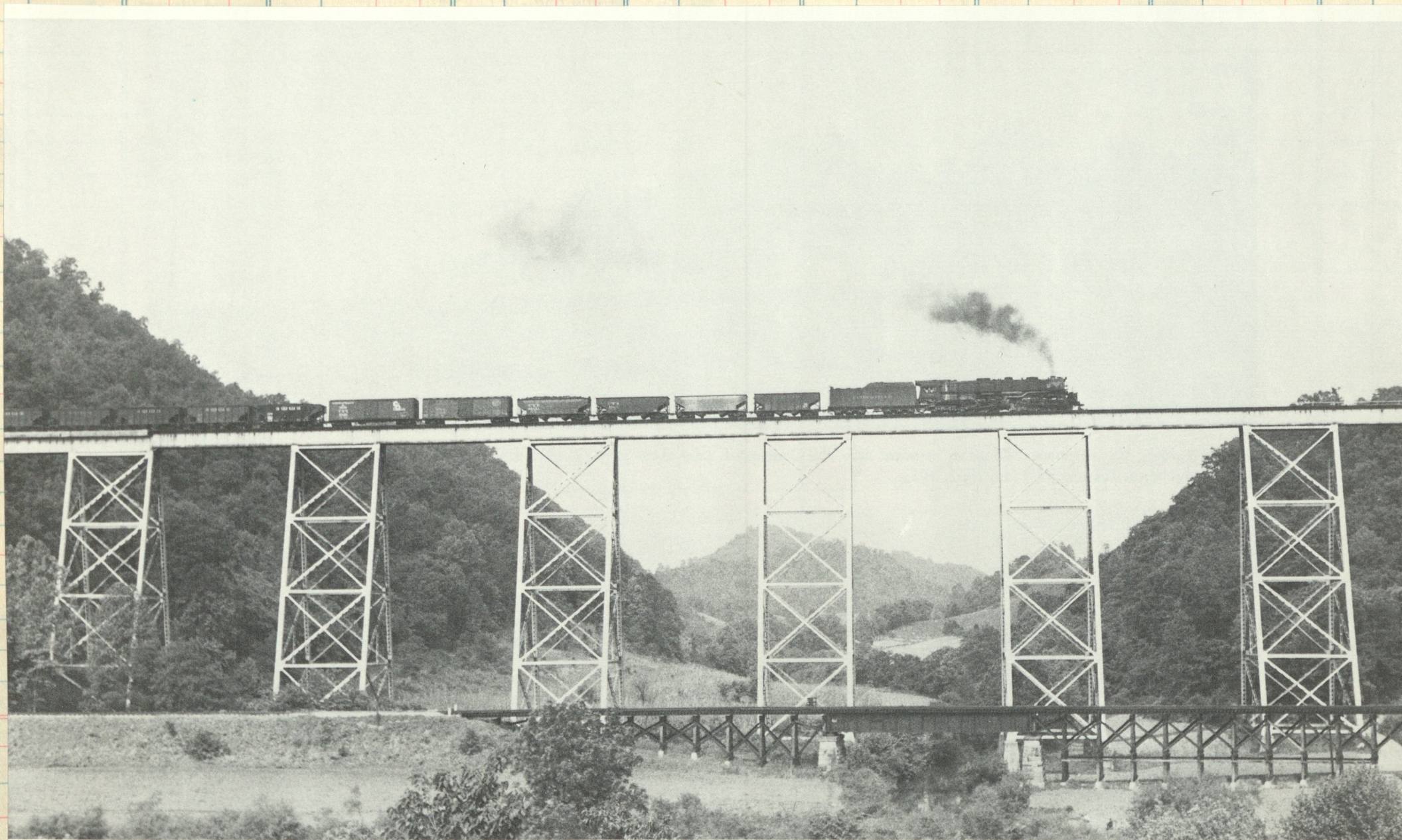


At the Tennessee-North Carolina state line, not long out of Erwin, Engine 663 and Train 22 thread the Nolachuky River gorge, rolling southward between Unaka Springs, Tenn. and Poplar, N.C. in 1949.

Wayne R. Brumbaugh



The final order by the Clinchfield for new power was for an additional four 4-6-6-4's noed 660-663 delivered in Nov 1947 by Schenectady. This is the 662 storming along near Chestoa with an extra of 'high car' tonnage.

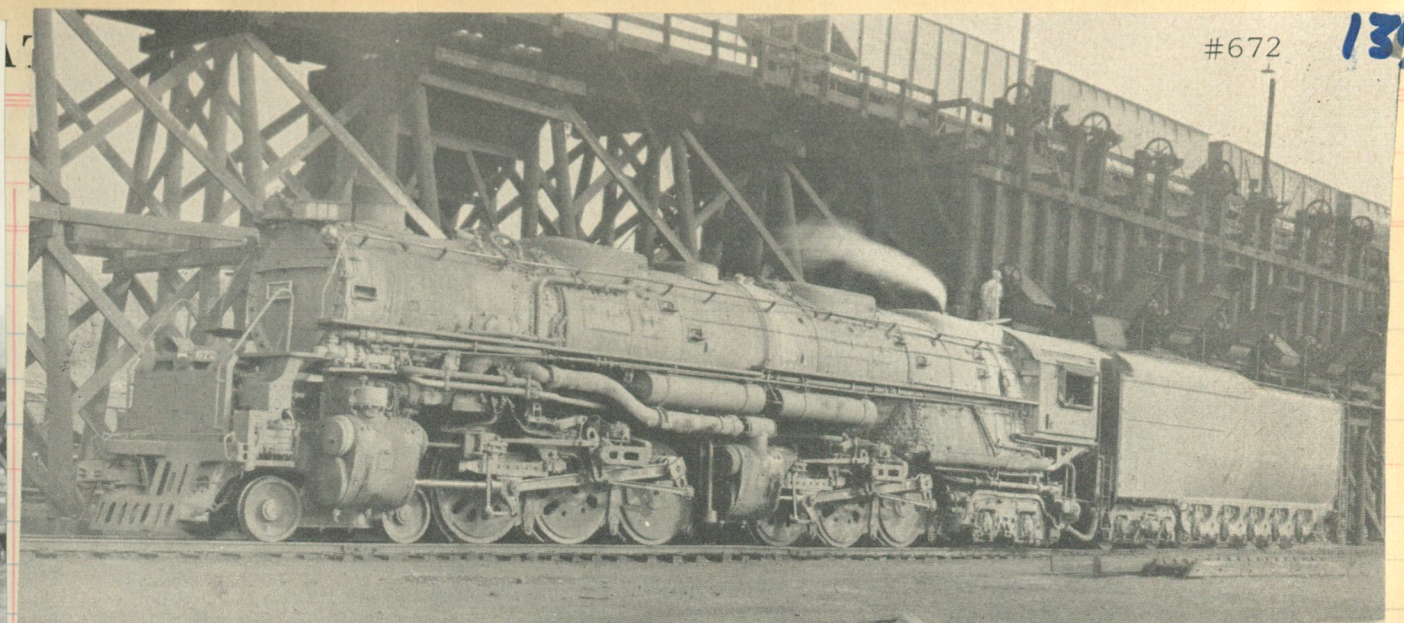
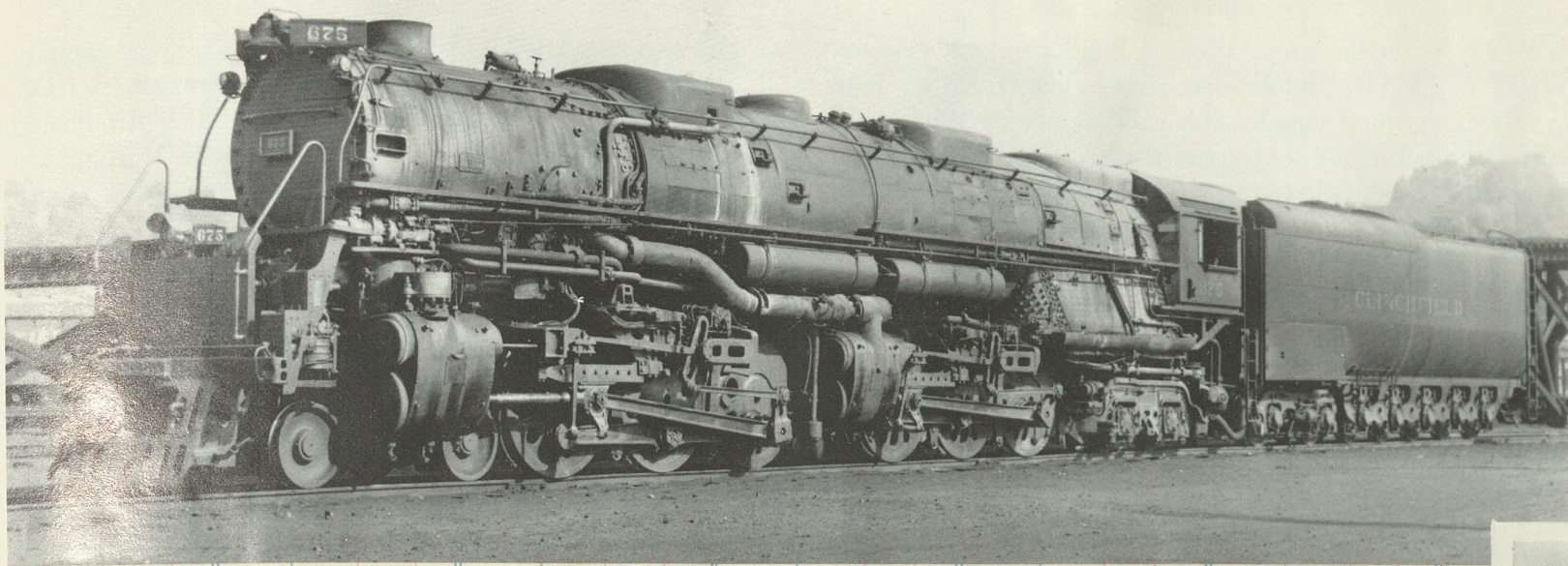


Clinchfield Extra South 662's 82 cars rumble across Copper Creek Viaduct in Virginia on May 28, 1952.

← The Southern
Bristol-
Appalachia
branch

Total	
Add—Error	DATE
Deduct “	DATE
Total	
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent's Signature	
Cash to next Seller	
Next Seller's Signature	
Total Accounted for	

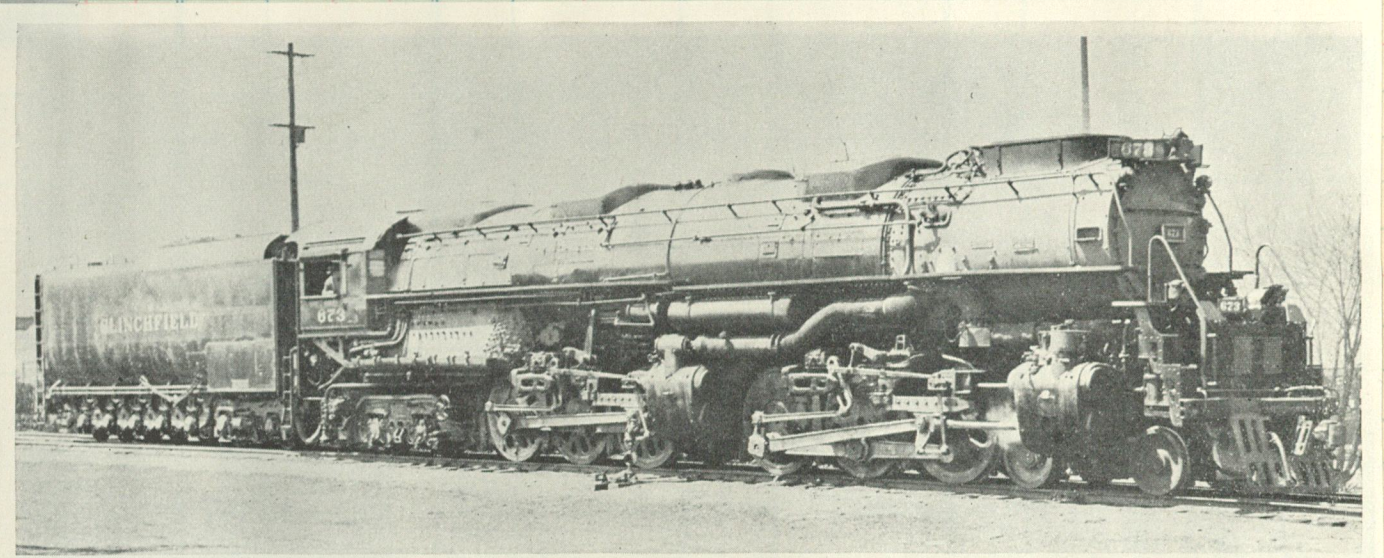
c/n 70168



#672

139

In 1943 the Defense Plant Corp had Schenectady construct six U.P. style 'Challengers' which they assigned to the D. & R.G.W. noed 3800-3805. In 1947 they were released by the Rio Grande and the D.P.C. sold them to the Clinchfield who noed them 670-675, the last engines added to the roster.



Earl M. Walker



The classic American accommodation train. At Erwin, Tenn., Clinchfield Train 38 pauses behind Pacific 154 while mail and express matters are handled and southbound passengers board the handsome old wooden coaches. It is August 9, 1948, but the daily scene has changed little over a quarter-century.

RECORD OF TICKET SALES AT

FORM

DESTINATION

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Clos. No.

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Class: N

1

Add—Error

DATE _____

Deduct “

DATE _____

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

RECORD OF TICKET SALES AT

STATION.

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

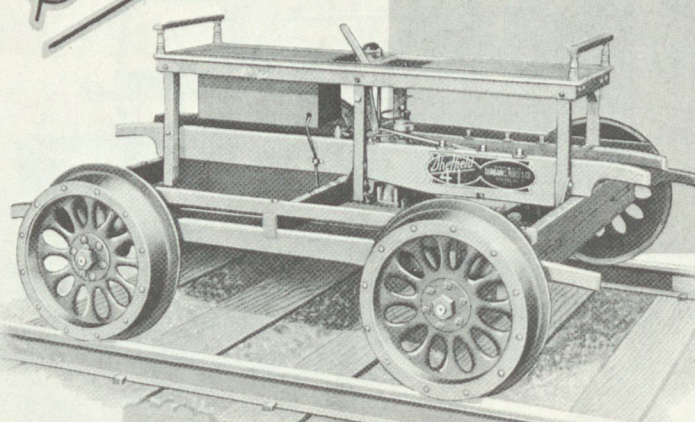
CUT HERE
To Make
Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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sound design and construction. Not a single weakness or inadaptability has made necessary so-called "improvements." When you purchase a "Sheffield 41" you buy a time-tested, known quantity of dependable service unapproached by any other car in its field.

FAIRBANKS-MORSE

TIMKEN BEARING
EQUIPPED



MOTOR
CARS

Paul Kutta Collection

29

Whistle signals

The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. This is Rule 14 from the A. A. R. standard code.

- o Apply brakes. Stop.
- Release brakes. Proceed.
- o o o Flagman protect rear of train.
- — — Flagman may return from west or south. §
- — — — — Flagman may return from east or north. §
- o o Answer to any signal not otherwise provided for.
- o o o When standing, back; when running, stop at next station.
- o o o o Call for signals.
- o o (Single track.) To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train-order meeting points, to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause.
- o o (Two or more tracks.) To call attention of engine and train crews of trains of the same class and of inferior trains moving in the same direction and of yard engines, to signals displayed for a following section.
- o — Approaching public crossings at grade. To be prolonged or repeated until crossing is reached.
- (very long) Approaching stations, junctions, railroad crossings at grade and where otherwise required.
- o Approaching meeting or waiting points. (To be sounded one mile before meeting or waiting point.)

- o — Inspect train line for leak or for brakes sticking.
- o o o o o Alarm for persons or live stock on track. (This is a succession of short blasts, no given number of signals.)
- o When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obstructed. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the flagman recall signals.
- — — — — o Flagman may return from east or north on — track. §
- — — — — o Flagman may return from west or south on — track. §
- — — — — o o Flagman may return from east or north on — track. §
- — — — — o o Flagman may return from west or south on — track. §
- — — — — o o o Flagman may return from east or north on — track. §
- — — — — o o o Flagman may return from west or south on — track. §

§ As prescribed by Rule 99.

Communicating Signals.

- o o When standing, start.
- o o When running, stop at once.
- o o o When standing, back.
- o o o When running, stop at next passenger station.
- o o o o When standing, apply or release air brakes.
- o o o o When running, reduce speed.
- o o o o o When standing, recall flagman.
- o o o o o When running, increase speed.
- o o o o o o When running, increase train heat.
- o — o Shut off train heat.
- When running, brakes sticking; look back for hand signals.

Add

Deduc

Add Workin

Total to be A

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signatur

Total Accounted for



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